

Legacy District Reuse Plan

City of Tipp City



May 2, 2006
DRAFT

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CHAPTER 1

INTRODUCTION

In its continuing effort to improve the quality of life for its residents, the City of Tipp City initiated the Legacy Industrial District Reuse Plan as decision making tool to guide the reuse the Legacy District study area.

Land uses in the study area (see Map 1) are transitioning from industrial to less intense commercial uses. In many cases, the transitioning of land and recent non-industrial zoning petitions are not consistent with the I-1D Legacy Light Industrial District, which is the predominate zoning district found in the study area. Furthermore, the 2003 City of Tipp City Comprehensive Plan calls for continued industrial use within large portions of the study area. This mismatch between current city policy and recent non-industrial zoning requests is the focus of this study.

A. STUDY AREA BRANDING

A primary objective in developing this plan is to promote revitalization and economic development in the historic center of Tipp City. It is recognized that success in achieving this objective will depend in part on aggressive promotion of the location within the region. Such a promotional effort will be more effective if the area being promoted has an identifiable name and image. For that reason, the study area will be referred to as the “Legacy District” in this report.

B. LOCATION AND ORIENTATION

The Legacy District Reuse Plan study area is located adjacent to the CSX Railroad at the western extent of historic Downtown Tipp City. Study area boundaries include Bull Run (a minor stream) to the north; German Street to the south; Fourth Street to the east; and Fifth and Sixth Avenues to the west. Map 1 depicts I-1D "Legacy" Industrial District's location locally and within the region.

The Study area is relatively small at 43.85 acres. The farthest distance separating the east-west boundary is 885 feet, while 3,550 feet separate the northern and southern boundaries.

Main Street effectively bisects the study area into nearly equal sized northern and southern sections. The CSX Railroad traverses the study area diagonally from the southeast to the northwest. Both Main Street and the CSX Railroad create real and perceived hard boundaries within the study area itself.

With the exception of Main Street, all east-west roads, including German, Broadway, Walnut, Plum and Park, are local. Likewise, all study area streets running north-south are local including Fourth, Fifth and Sixth Streets. Local streets are generally narrow and are designed to provide access to residences, neighborhood businesses and civic uses.

Main Street (SR 571) is the only arterial road located in the study area, and it provides regional access to I-75 to the west and SR 202 to the east. Dayton International Airport, which provides freight and air passenger jet service, is located approximately five miles from the Legacy District, in Vandalia, Ohio.

Map 1 Location

C. HISTORICAL DEVELOPMENT

Proximity to the railroad perpetuated a number of rail-oriented industrial uses including lumber yards, storage, grain, and manufacturing facilities. Small tract housing developed in between industries to take advantage of close proximity to local employers and goods and services provided in the downtown area. This physical relationship still exists today but few residents in the Study area likely work or shop in the downtown environs due to improvements made in transportation technology. Big box retail and modern industrial parks located next to arterial roads have supplanted traditional, railroad oriented industrial districts like Legacy District.

D. PLANNING FRAMEWORK

The conditions present during the advent of the Study area during the late 19th Century and early 20th Centuries have left an indelible mark that remains staunchly visible on the landscape today. Legacy District, as its name implies, is a mature neighborhood with a mix of industrial and commercial uses commingled with single-family residences. Most structures are old and exhibit varying levels of building maintenance. Signs of structural obsolescence as a condition of age, floor plan, amenities, and size, are apparent even though many structures are well-maintained. This characterization of the study area and areas zoned as I-1D Light Industrial District is consistent with many traditional, mixed-use Midwestern neighborhoods.

The study area is currently zoned under 6 different zoning districts. Zoning districts were adopted based on the existing land use characteristics of individual properties. In this sense, single-use zoning districts were somewhat artificially applied to a diverse and mature neighborhood.

Evolving market trends and changing business dynamics have led to development pressure within this area of the City. Recent private proposals for the reuse of existing industrially zoned properties have included retail, personal services and residential. These proposed uses are inconsistent with uses currently permitted in the I-1D Light Industrial District. The City viewed these market pressures as an opportunity to plan, and adjust if necessary, the land use policies applied to the study area and the I-1D Light Industrial District.

E. PLANNING CHALLENGE

The potential transition of industrial to less intense commercial uses presents a challenge: how can Tipp City maximize the study area's benefits and minimize the potential conflicts with the surrounding primarily residential neighborhood? How can the City guide development within the study area and maintain safe and efficient traffic conditions, while achieving high aesthetic standards? Also at question is whether large portions of the study area should be reserved exclusively for industrial uses given substantial decline in the industrial sector at the local, state and national levels. This plan addresses these questions and sets a framework that will guide the study area into the 21st Century.

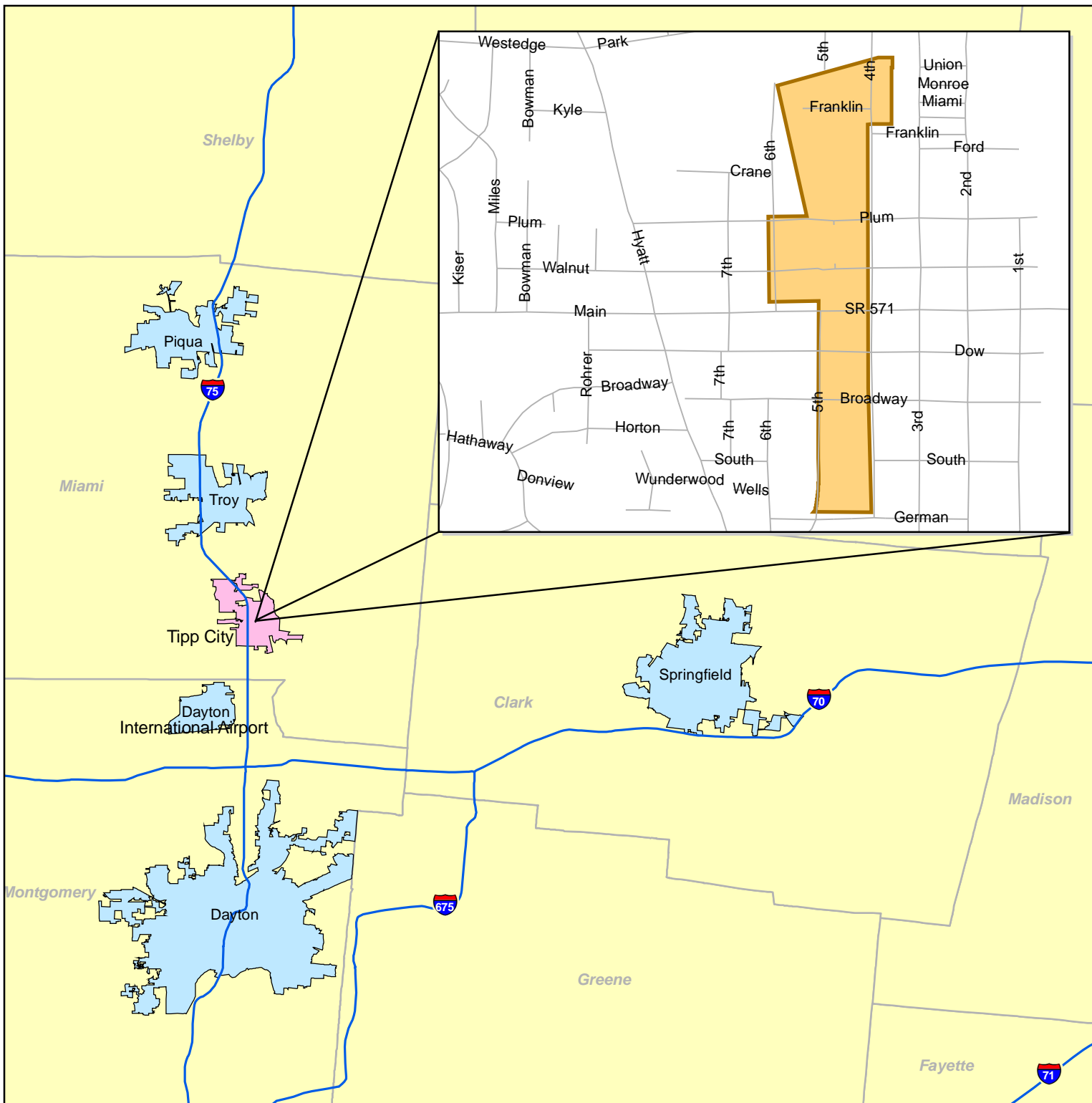
F. PLANNING PROCESS

Successful plans – plans that are actually implemented – require the participation of stakeholders. Stakeholders are people who will be affected by plan recommendations and/or have the resources and ability to implement change. Study area stakeholders include property and business owners, Planning Board, City Council, other boards and commissions, City administration, residents from the adjacent neighborhoods, and other people from the community who shape policies and influence public opinion.

Stakeholders were identified at the initiation of this planning process. Fourteen stakeholders were interviewed. Nine were interviewed on January 12, 2006 in the basement meeting room of the Tipp City Public Library. Two telephone interviews were conducted on January 13, 2006. The last three interviews were held on March 2, 2006 in the Tipp City Library. The summary results of the interviews are included in this plan under Appendix A.

Stakeholders were invited to attend a Town Hall meeting on March 2, 2006 in the basement meeting room of the Tipp City Public Library. Approximately 50 people attended the one and a half hour event. Meeting participants were asked to break out into three small groups to identify characteristics of the study area they liked and disliked. Following their individual discussions, each group was asked to develop vision statements, which reflected their view of how they wanted to see the study area develop. These issues and vision statements were compiled into a summary report and are included herein as Appendix B. The issues identified and feedback received through the stakeholder interviews and Town Hall meeting serve as the foundation for this plan.

An open house was held on May 3, 2003 from 3:00 to 6:45 p.m. at the Tipp City Government Center. Attendees were invited by letter and press release to view project display maps and exhibits at their leisure. City officials and project consultants were present to answer questions. A public hearing with the Planning Board followed the open house the same evening at 7:00 p.m. in Council's Chambers.



Map 1: Location Map

Legacy Industrial District

Tipp City, Ohio

DRAFT

May 2, 2006

Legend

- Cities
- Counties
- Tipp City
- Legacy District Reuse Plan Study Area

0 2 4 Miles



Source: McKenna Associates, Inc.

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CHAPTER 2

EXISTING CONDITIONS

A. EXISTING LAND USE

Data for Map 2, Existing Land Use, was taken from the 2003 City of Tipp City Comprehensive Plan. McKenna Associates, Inc. spot checked the land use classifications depicted in the Comprehensive Plan during window surveys conducted on January 13, 2006 and February 8, 2006. The Existing Land Use Map was revised when a change in land use was noted.

The amount and type of each existing land use are shown in Table 1. Structures were used to classify land use. Vacant lots were differentiated from vacant buildings.

Table 1
Existing Land Use

Classification	Acres	Percent
Commercial/Retail	3.89	13%
Industrial	11.6	37%
Institutional	0.85	3%
Office	0.11	0%
Single-Family	10.9	35%
Two-Family	1.01	3%
Multi-Family	0.00	0%
Open Space	0.17	1%
Vacant Property	1.97	6%
Vacant Building	0.41	1%
Total	31.1	100%

The study area, emblematic of early small-town industrial districts, is a mature neighborhood with a diverse mix of industrial, commercial, and residential uses commingled in a relatively dense urban environment. The study area developed and prospered as an early industrial district due to convenient rail access. Rail, though important, has been largely supplanted in prominence by interstate highways. New industrial development generally occurs adjacent to interstate highways to take advantage of greater visibility and accessibility.

The land use diversity found in the study area is generally not appropriate by today's planning and zoning standards although many existing residents and business owners seem to cherish the study area's mixed use environment. However, land use incompatibilities are negatively impacting the viability of most uses.

The most notable example is the inappropriate mixture of detached single family residential units clustered next to more intense nonresidential buildings and uses. Industrial buildings and grounds are landlocked with no room to expand without acquiring and removing several adjacent residential structures. This undesirable relationship between residential and industrial uses can be seen on Map 2. Existing Land Use.

Likewise, some portions of the study area are not attractive from a residential uses stand point. Single-family dwelling unit conversions to two-family rentals and offices support this observation. Proximity to the CSX Railroad and industrial sites also underscores the fact the study area is generally not an attractive single-family venue. Housing units located immediately adjacent to the railroad tracks and industrial uses generally exhibit deferred building to maintenance.

A brief discussion of each existing land use designation follows:

1. **Residential** land uses comprise 38% of all uses in the study area. Single-family, shown as yellow on Map 2, is the second largest use in the Study area with 10.9 acres or 35% of the I-1D "Legacy" Industrial District's land area. A smaller amount of Two-family at 1 acre or 3% of the overall study area exists. No multi-family structures are present. Residential uses are equally distributed throughout the study area found in pockets surrounded by commercial and industrial uses.
2. **Industrial** land uses, designated as purple on Map 2, comprise 11.6 acres or 37% of the study area. Dolly Toy, the most prominent industrial use, is located at the northeast section of the study area. The most prominent industrial use on the south side of the study area is located at Fifth and German Streets. Smaller lots are classified as industrial on the Existing Land Use Map even though some of these areas could be classified as "heavy commercial". The auto body shop at the corner of Broadway and fifth serves as an example.
3. **Commercial/retail** land uses make up 3.89 acres or 13% of the defined land use area. These land uses are shown as red on Map 2. Commercial uses are clustered adjacent to Main Street, Broadway Street and south of properties fronting on Franklin Street. A mix of service business including a contractor, beauty salon, pet grooming salon, car wash and self storage are located in the study area.
4. One **Office** use is located on the south side of Main Street. No other offices exist in the study area.
5. **Institutional** land uses, blue on Map 2, are limited primarily to church facilities. No public buildings or land uses are located in the study area. Public uses located nearby include Broadway Elementary School, Tipp City Public Library and Park, which are accessible to the study area by pedestrian or vehicular transportation.

Map 2 existing land use

6. **Vacant land and structures** combined account for approximately 2.38 acres or 7% of the entire study area. The largest vacant lot is located south of Broadway Street next to Fifth Street.

B. BUILDING CONDITIONS

Building age, functionality, and condition must be considered in this evaluation although no formal building condition data was available. The building inventory is relatively old as the majority of the study area was platted in the late 1800s and early 1900s. Older structures typically require routine maintenance and upkeep. Exterior items such as roofs, windows, and steps often need to be repaired or replaced approximately every 30 years. Many of these replacement items are visibly needed on individual buildings, but the need is not widespread.

Land use incompatibilities and the railroad may be having a larger negative impact on property maintenance than age. For example, some residential units, especially on the north side, located adjacent to industrial uses or the railroads are showing the most obvious signs of deferred maintenance. The railroad is also impacting the vitality of older commercial buildings abutting the railroad. Properties abutting the railroad along Plum and Walnut have an obvious need for maintenance.

Of equal concern is the effect building age may be having on the ability to reuse older structures. Modern floor plans are typically larger and more efficient than floor plans designed one hundred years ago. Functional obsolescence may thwart building re-occupancy or reuse in the Legacy District. Major rehabilitation, additions, or possibly redevelopment can be expected in the future.

C. COMPREHENSIVE PLAN

The City of Tipp City adopted a Comprehensive Plan in 2003. This Comprehensive Plan contains a General Development Plan for the entire city. As shown on Map 3, three land use designations are planned in the study area including "Legacy Industrial," "Downtown Center," and "Urban Medium Density Residential." The study area is located in Planning Areas #28, #29, and #32 as shown on Map 14 (note included herein) of the 2003 City of Tipp City Comprehensive Plan.

According to the Comprehensive Plan, new uses in the study area should be: (1) environmentally compatible with existing industrial and commercial uses; (2) compatible with the traditional neighborhood urban form; and (3) appropriate redevelopment opportunities consistent with resident expectations.

The "**Legacy Industrial**" land use designation is seen as purple on Map 3. Legacy Industrial is found predominately at the north and south ends of the study area. The 2003 Comprehensive Plan states:

The Legacy Industrial designation represents those parts of the Tipp City community where older industrial operations and buildings exist within the original part of town. These older uses are still viable, but can be expected to close or be relocated to modern facilities over time. As these uses abandon structures, the community will have the opportunity to encourage conversion and retrofit to uses compatible with both the building layout and the older residential section of town. Buildings and properties along the railroad should be redeveloped with uses compatible to both rail traffic and the surrounding land uses.

The Comprehensive Plan offers few suggestions aimed at correcting industrial/residential land use incompatibilities with the following exception: the pocket of residences located on Franklin Street between Fourth Street and the railroad are planned to convert to light industrial or non-retail commercial uses. The Plan correctly made this policy in recognition that the pocket of residences is cut off from the greater neighborhood and it is completely surrounded by industrial uses. However, this recommendation must be examined against the possibility of industrial uses moving out of the study area as anticipated in the 2003 Comprehensive Plan. Residential uses at this same location would appear more appropriate from a land use perspective if industrial uses do indeed contract.

Land use policies for the **“Downtown Center”** are generally designed to protect and maintain existing office and retail uses associated with the historic downtown along Main Street. Downtown Center is shown as red on Map 3.

The **“Urban Medium Density Residential”** designation is designed to maintain higher density single-family residential neighborhoods located in older sections of Tipp City. This designation, shown as yellow on Map 3, is located north of Walnut on the north side and on the west side of Fourth Street between Broadway and Dow Streets. Most block faces adjacent to the study area are Urban Medium Density Residential. This indicates a desire on behalf of the City to maintain traditional housing patterns with a density ranging from 5 to 6 dwelling units per acre.

D. ZONING

As shown on Map 4, zoning within the study area contains nearly equal land areas of I-1D Light Industrial District (I-1D) and R-2 Urban Medium Density Residential District (R-2) and a lesser amount of CC Community Center District (CC) with a Historic Overlay (RA). Zoning Districts of properties located adjacent to the I-1D Legacy Industrial District are provided for visual context. Land uses permitted by right in the I-1D, R-2 and CC zoning districts are summarized in Table 2.

Table 2
Permitted Uses

I-1D Light Industrial	CC Community Center	R-2 Residential
1. Basic Research & Design 2. Executive & Administrative offices 3. Business and industrial services 4. Warehouse/Distribution 5. Wholesale Sales 6. Light Manufacturing 7. Light Fabrication 8. Tool, die, gauge and Machine Shops	1. Convenience Retail 2. Drug Stores 3. Personal Services 4. Department Stores 5. Optical goods 6. Furniture 7. Hardware 8. Office Supply 9. Professional services 10. Theaters 11. Restaurants, Standard	1. Single Family Residential

The I-1D District is shown as purple on the Zoning Map (Map 4). I-1D zones are located throughout the study area except adjacent to Main Street. In all cases, land zoned I-1D is surrounded by land zoned R-2 Urban Residential District.

I-1D zoned land area is largely commensurate with existing industrial and heavy commercial uses located in the study area. In this sense, I-1D zoning was most likely adopted to acknowledge and protect existing industrial uses located in the I-1D Legacy Industrial District.

Inherent incompatibilities exist between permitted uses in the R-2 and I-1D Districts. These incompatibilities will most likely continue if current zoning patterns remain in effect in the future.

As a consequence, I-1D zoned land is physically landlocked by abutting land developed and zoned as R-2 Residential. The impact of this scenario may, in conjunction with other market forces, push existing industry out of the I-1D Light Industrial District. Likewise, industrial zoning next to residences may place a market disadvantage on existing residential properties.

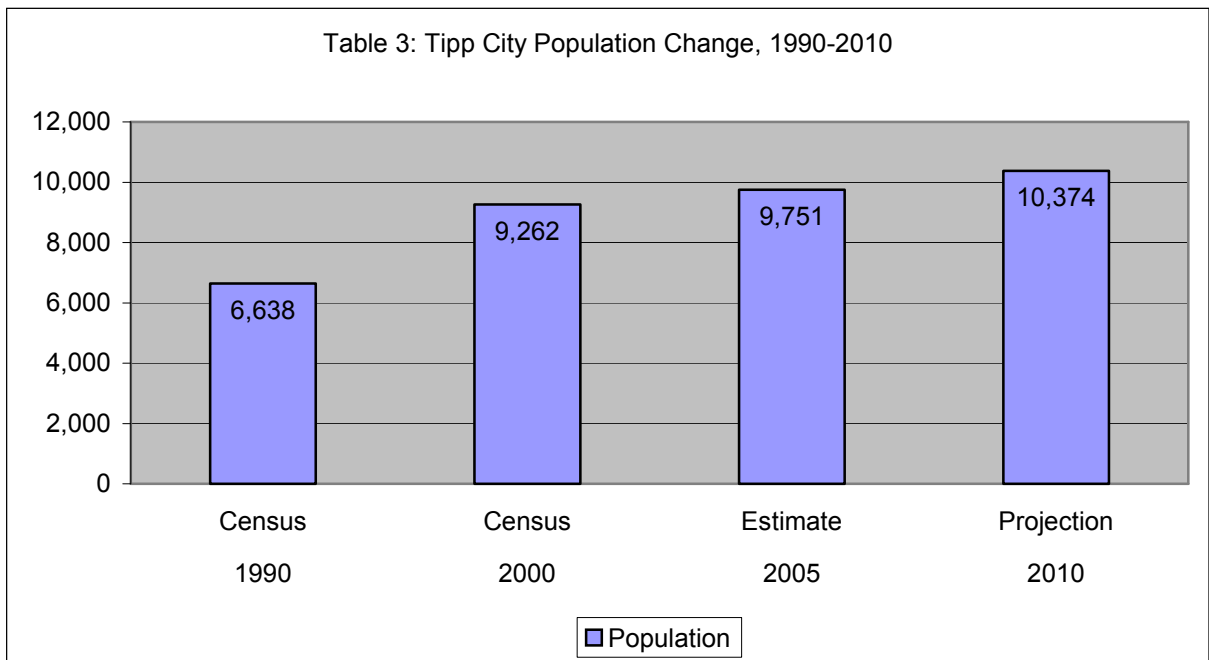
R-2 permits higher density single-family residential in recognition of the city's traditional neighborhoods, many of which were developed prior to the advent of the automobile. It was common for homes and industries to develop next to one another in the first half of the 20th Century. This symbiotic relationship developed so both uses could take advantage of their proximity to jobs and an abundant labor force.

CC provides for a restricted variety of retail uses that are appropriate in the Downtown business district environment. CC zoning permits florists, specialty shops, collectibles, sit-down restaurants, barber shops, professional offices, etc. CC zoning, shown as red on Map 4, is limited to property located immediately adjacent to Main Street.

The RA Old Tippecanoe City Restoration and Architectural District (RA) overlays the R-2 and CC Districts located adjacent to Main Street. The RA District is designed to preserve and protect the historic built environment and charm of the historical Tippecanoe town center. Any alteration proposed to any structure located in the RA District is required to receive a “certificate of appropriateness” from the “Restoration and Architectural Board.”

E. DEMOGRAPHICS

1. **Population.** Tipp City has experienced a population increase over the past 15 years. The city’s 2000 population of 9,262 represents an increase of 2,624 people or 28.3% since 1990, according to the US Census Bureau. This trend is expected to continue into the future, according to Gem Public Sector Services (Gem). According to Gem, Tipp City’s 2005 population is estimated to be 9,751. Gem projects an increase of approximately 3,736 individuals to 10,374 between 1990 and 2010. Table 3 below illustrates the twenty-year population change for Tipp City.

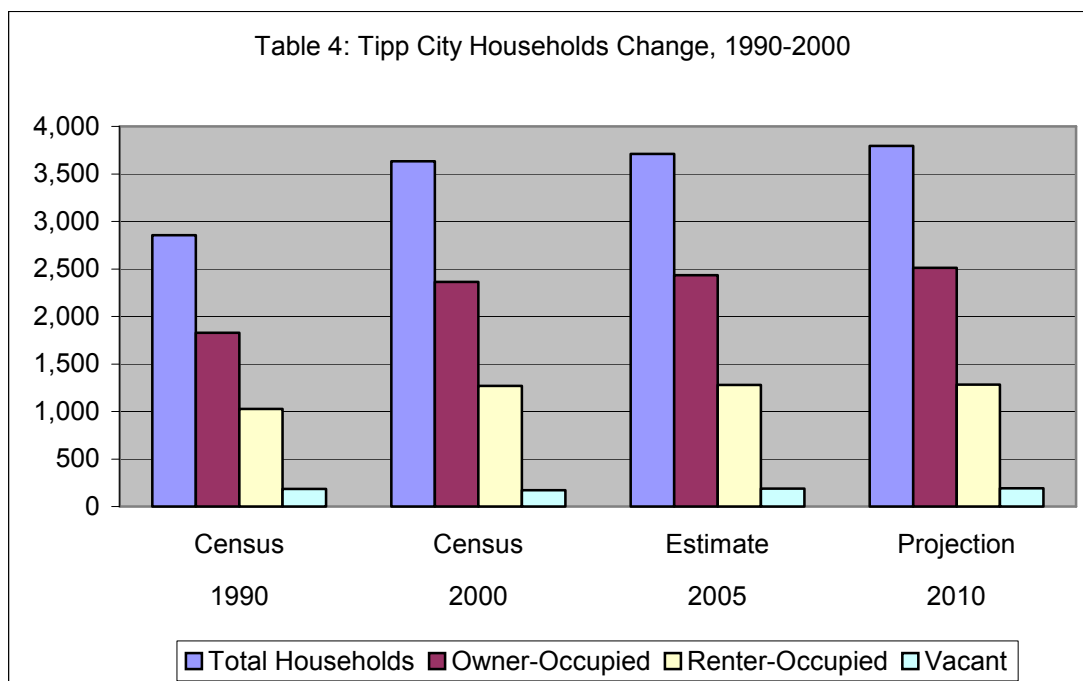


Source: Gem Public Sector Services

2. **Housing.** Tipp City’s total housing stock increased by 777 units or 25% between the 1990 and 2000 Census to a total of 3,804 units. GEM estimates an increase to 3,711 units in 2005 and a projected increase to 3,793 units in 2010 for a total change of 938 units (31%) between 1990 and 2010.

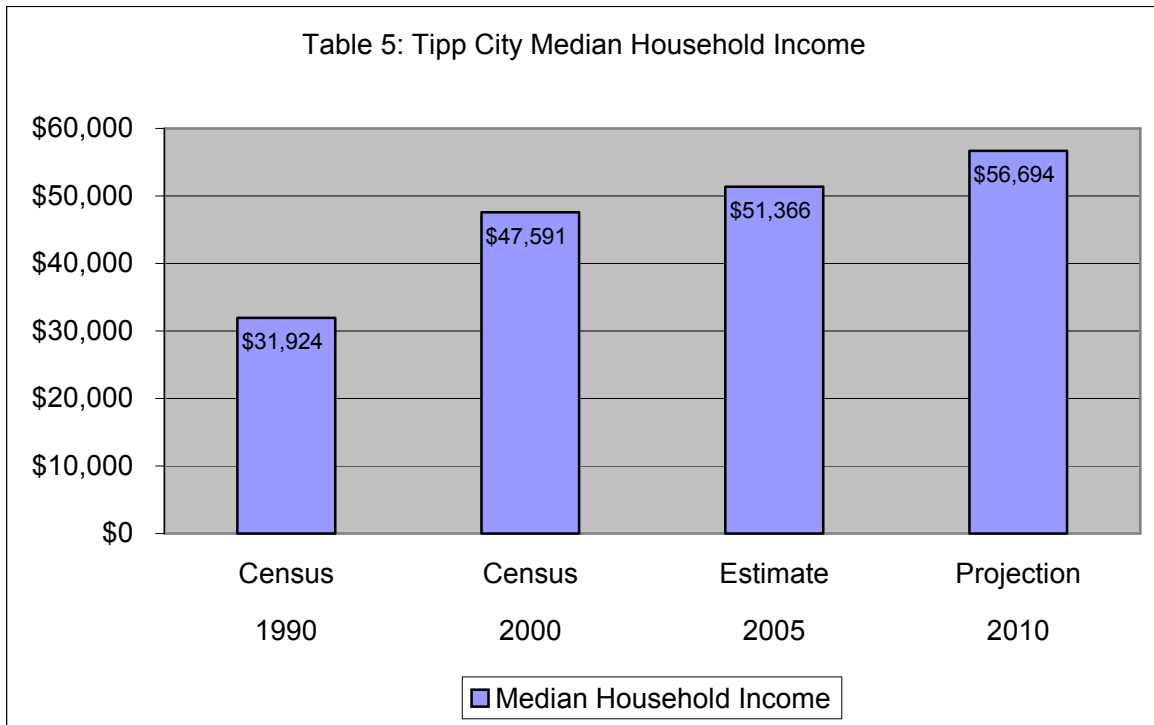
The number of housing units is projected to increase between 1990 and 2010 by 37% for owner-occupied and 25% for renter-occupied units. The City’s vacancy rate decreased from 6.1% in 1990 to 4.5% in 2000. However, GEM estimates the vacancy rate in 2005 to increase to 4.80%. GEM projects a stable vacancy rate 2010 (4.80%). Table 4 illustrates the growth in housing units by

total units, tenure, and the vacancy rate.



Source: Gem Public Sector Services

3. **Household Income.** The City's median household income increased by \$15,667 (or 49%) to \$47,591 between the 1990 and 2000 Census. GEM estimates the median household income in Tipp City in 2005 to be \$51,366, an increase of \$19,422 (61%) since 1990. This steady increase in income is projected to continue into the future as GEM's 2010 projection shows an increase to \$56,694, a 78% increase since 1990. These figures, however, are not adjusted for inflation. Table 5 illustrates the increasing trend of median household income.



Source: Gem Public Sector Services

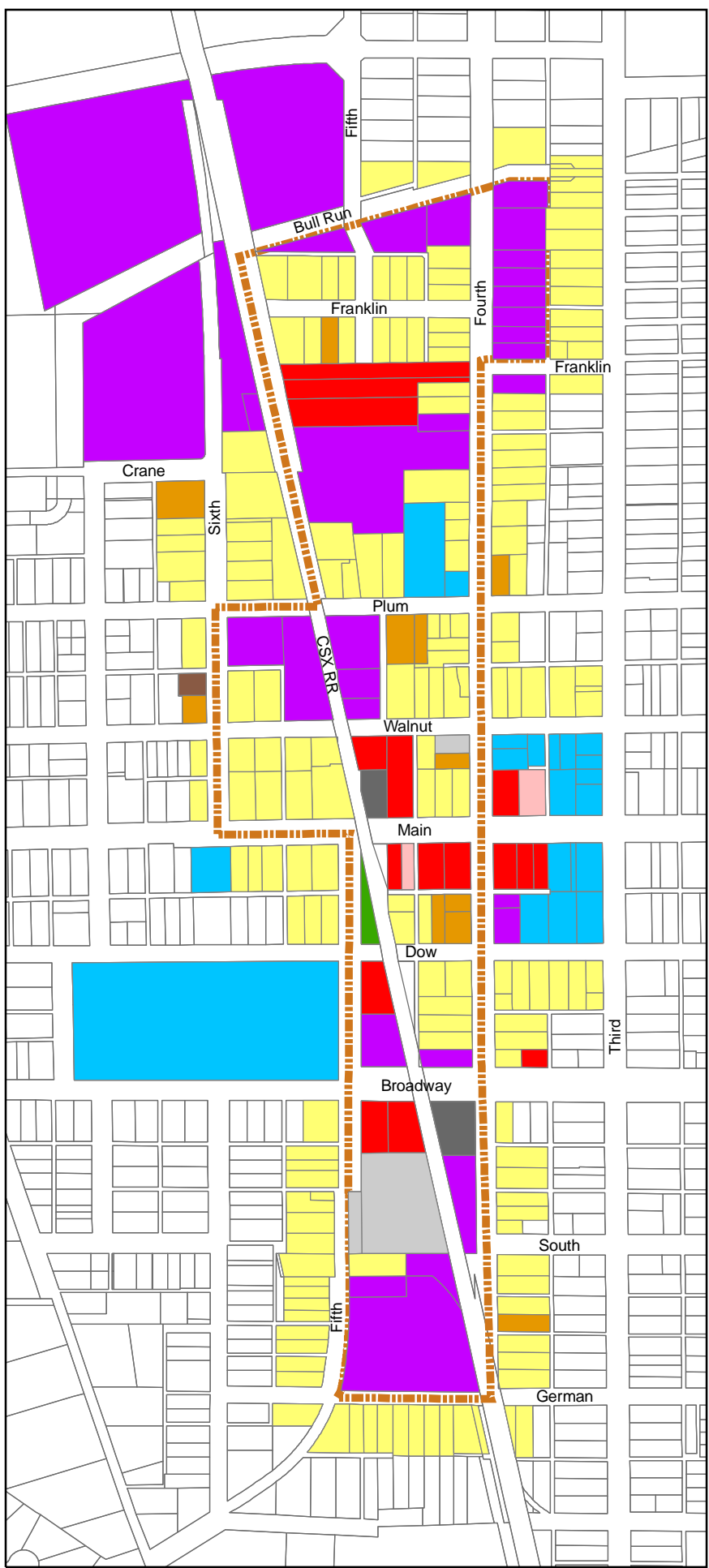
Map 3 Comp Plan

Map 4 Zoning

Map 2: Existing Land Use
Legacy Industrial District
Tipp City, Ohio

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May 2, 2006



Legend

- Commercial/Retail
- Industrial
- Institutional
- Office
- Single Family Residential
- Two Family Residential
- Multi Family Residential
- Open Space
- Vacant Property
- Vacant Building
- Study Area Boundary

0 335 670 Feet



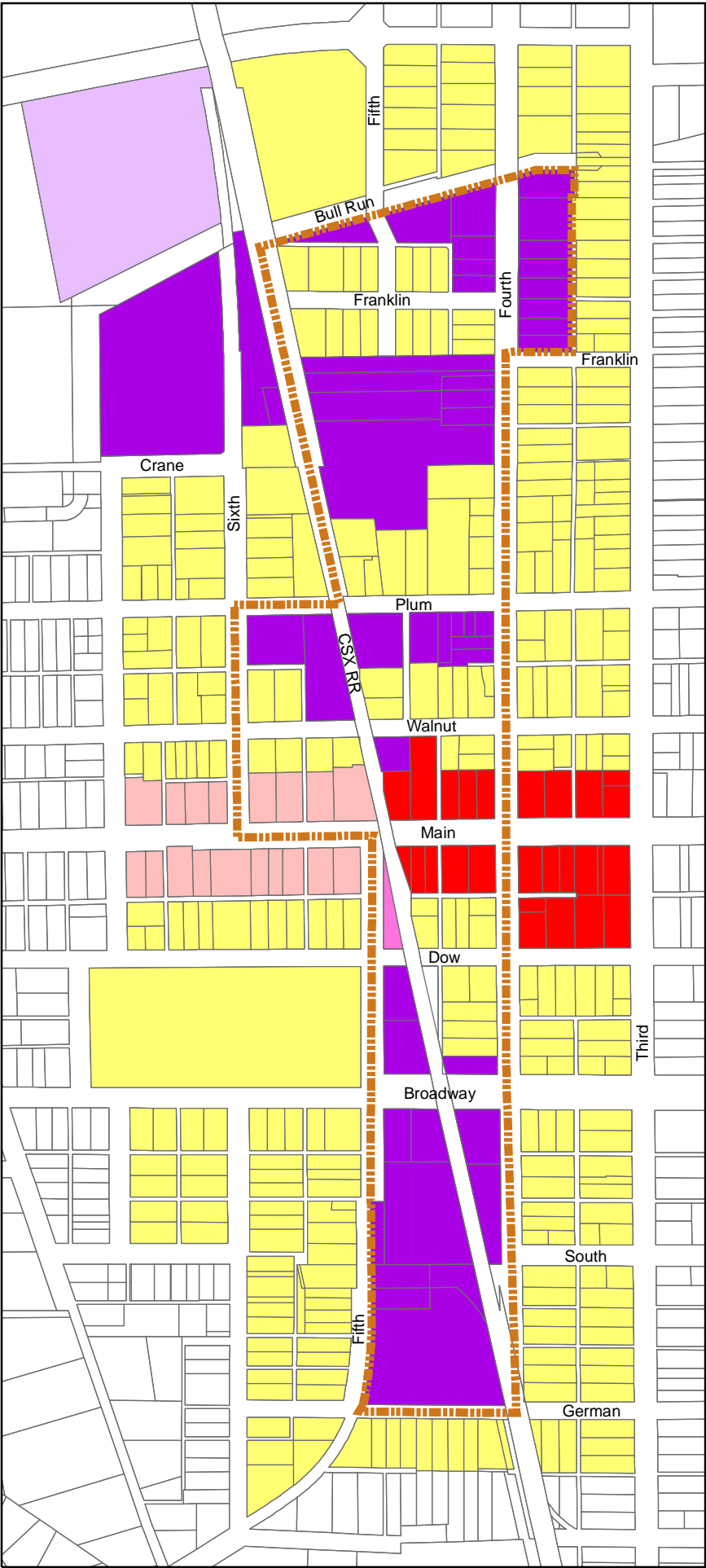
Source: McKenna Associates, Inc.



Map 4: Existing Zoning
Legacy Industrial District
Tipp City, Ohio

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April 21, 2006



Legend

-  CC/RA Community Center / Restoration and Historic
-  R2/RA Urban Residential / Restoration and Historic
-  I-1 Light Industrial / Restoration and Historic
-  I-1D Light Industrial
-  I-1 Light Industrial
-  R-2 Urban Residential
-  Study Area Boundary

0 262.5 525 Feet

Source: City of Tipp City Zoning Map dated February 2005



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CHAPTER 3

PLANNING FRAMEWORK AND ISSUES

A. STAKEHOLDER VISION

Feedback received from residents and stakeholders during the Town Hall meeting held on March 2, 2006 and interviews regarding the future reuse of the study area and the Legacy District were used to prepare the following vision statement:

The Legacy District will transform the study area from primarily an Industrial District to a vibrant mixed-use business district that protects and serves the needs of adjacent residences and a variety of business interests including the existing industries. Existing single family and industrial land use incompatibilities will be resolved as both uses are gradually replaced with small-scale, lower-intensity commercial uses, although no attempt to hasten their transition will be made. In this regard, land uses and the pedestrian-oriented development pattern of Historic Tiptecanoe will permeate north and south into the Legacy District as the downtown grows. New uses will offer adequate off street parking located in small, well-screened parking lots.

The vision statement represents the views expressed by a majority of participating stakeholders and residents. Summary reports created for both the stakeholder interviews and town hall meeting are attached in Appendix A and B respectively. The purpose of Chapter 3 is to determine whether or not the vision statement is achievable given the unique development opportunities and constraints observed in the Legacy District. Major planning issues identified in this chapter are summarized on Map 5.

B. REAL ESTATE MARKET OBSERVATIONS

An environmental scan of the local and Dayton regional estate market was conducted by Gem Public Sector Services to identify development trends and unmet consumer demand for land use within the study area. Conclusions regarding the market will be used in conjunction with other planning criteria to determine a viable reuse strategy for the Legacy District. Appendix C contains the housing and demographic data used to support the following market observations.

1. **Residential.** Population growth statistics certainly suggest that new housing units could be absorbed in the market. In the last six years, since the last US Census, Tipp City has added between 21 and 82 units of new housing per year according to City of Tipp City records, or an average of 53 units per year. The owner occupancy segment of the market contains the major share of the marketplace.

Approximately 96% of the new housing units introduced in the last six years have been single family homes. Based on recent history, Tipp City can expect to add approximately 266 new housing units and new households to the market between 2005 and 2010.

The current housing vacancy rate is slightly less than 5%. This vacancy rate also suggests that much of the housing growth results from actual population and household growth as opposed to housing moves by existing residents.

While new freestanding residential uses don't appear likely or appropriate in the study area, attached dwelling alternatives such as condominiums would appear to be a suitable alternative for some of the old industrial buildings in the area.

New attached dwelling products of this type appear to represent an entirely new product in the marketplace that attracts a different segment of the residential market than that of recent growth in Tipp City. In other growing suburban communities in the Dayton area, attached dwelling products appear to attract approximately 20% of the home buyer market, on average.

In suburban communities where an ample supply of condominium alternatives exist in the marketplace, between 20% and 30% of the home buyer market appears to opt for attached dwelling products. Based on the average rate of new housing growth in Tipp City, this suggests that between 11 and 16 condominium units could be absorbed each year, if the Tipp City market is similar as the overall regional housing market.

Properly executed, new attached dwelling products could play a role in attracting the residential "step down" market, projected to grow as a market segment in the future. This type of product could encourage existing residents to stay in Tipp City, versus leaving the city, when they seek "step down" housing alternatives. This type of housing product, close to a dense cluster of services and amenities, could be a powerful market force not discounting the railroad as a potential market deterrent.

2. **Retail/Services.** With the continued addition of new households to Tipp City the demand for consumer goods and services will grow. Based on the "field measurement" of housing and household growth, Tipp City could need to introduce or reuse approximately 57,000 square feet of space for retail purposes.

This estimate is based only on new household income and household growth rates taken from local data. This space estimate is also based on capturing 100% of the projected new consumer dollars available for consumer (retail) expenditures. The rationale explaining this conclusion follows.

Based on average household income numbers, the income attributable to only the new households in the market is quantified in the attached tables. Taking 48% of this income and median retail sales per square foot of \$275 in 2005 and \$302.50 for 2010, it appears that Tipp City could have added approximately 26,600 square feet of retail space to the inventory between 2000 and 2005 with another 32,400 square feet projected between 2005 and 2010.

The total retail square footage that could be absorbed in the City totals approximately 57,000 square feet between 2000 and 2010. That is the upper limit of a range assuming that all new consumer dollars are captured within the City's borders.

Tipp City does not have a well-rounded cluster of retail merchants within its borders. The mix of retailers in Tipp City appears to include a number of small, independent eating and drinking establishments and antique shops. Unfortunately, the lack of a major chain grocery store and "big box" general merchandise stores will mean that the majority of new consumer dollars will be spent outside of town. For example, resident needs for groceries and general merchandise are being satisfied in neighboring communities such as Troy, Vandalia, Butler Township, and possibly Huber Heights.

Even with a large amount of retail dollars being spent outside the community, Tipp City retailers should be able to capture 10% to 25% (at the highest) of new consumer dollars. The room in the market for new retail is most likely limited in the areas of food service and miscellaneous retail businesses (specialty shops). These uses seem to work in the context of the built environment of the "old" town.

However, only a small portion of the study area appears to be suitable for retail uses. Any new retail demand is likely to be clustered along heavily traveled streets. Some specialty retail shops could find acceptable locations on the side streets in close proximity to the major streets, but there appear to be limited opportunities to accommodate new retail uses in the immediate area of the district.

The market capture estimate results in a projected market demand for between 5,700 and 14,250 square feet of additional retail space between 2000 and 2010 in Tipp City. In conclusion, retail uses may take some space in the district, but it is unlikely that retail occupants will need significant amounts of space.

3. **Industrial.** Existing industrial uses in the district will likely depart over time by natural attrition based on field observation and national development trends. All of the existing industrial buildings in the district appear to suffer from varying levels of functional obsolescence and are land-locked. In other words, replacement industrial uses are deemed unlikely after the current tenant vacates the property. No new industrial uses are expected to build or locate in the study area including the I-1D Light Industrial District due to better industrial venues located nearby.

Larger industrial structures exhibiting functional obsolescence will likely transition to alternative uses. There are a limited number of buildings that would appear to be reuse candidates, but each of these structures appear to represent a major potential project for the Tipp City market.

4. **Office.** Of course, with household growth comes some additional need for local office space. This space is likely to be confined to small general and professional offices. Very little square footage is likely to be needed for office uses. These uses may be better placed in the context of mixed-use structures where available. While there is growth in Tipp City, it takes a lot of growth to require significant amounts of new office space.

Relocations of existing office users in the market to attractive new mixed-use conversions are more likely than any measurable influx of new office users.

C. PARCEL ANALYSIS

To better understand the opportunities and constraints and reuse potential of the study area it is necessary to survey the general characteristics of the lot and block configurations.

1. **Lot Depth.** The majority of lots in the study area have a short lot depth ranging from 115 feet to 155 feet. Dolly Toy, though a larger land user, only has 150 feet of lot depth. Modern industrial and commercial developments typically have deeper lots to accommodate spacious floor plans, off-street parking, truck loading areas, and landscaped screening and buffer areas.
2. **Lot Width.** Another factor diminishing the development potential of the study area is the width of the individual lots. A few lots are over 100 feet wide or wider. The average lot width found in the study area is between 50 to 80 feet. Of course, these lots are typically residential; larger commercial/industrial lots are wider and range from 150 feet (the norm) to as large as 518 feet (the exception). Smaller lot widths, coupled with relatively shallow lot depths, will require the acquisition of several lots to create one economically viable lot. Acquiring property and demolishing the improvements may or may not be economically feasible depending on the marketplace.
3. **Lot Shape.** In addition to narrow lot widths and a lack of lot depth, many lots located in the study area have odd lot shapes as a result of the CSX Railroad's diagonal orientation. Some lots are severely tapered at one end as a result, which reduces usable lot area further.
4. **Lot Size.** Eliminating land use incompatibilities over a short period of time may be difficult if not impossible under normal market pressures given the number of small lots with improvements. Only a few contiguous lots one acre or more under common ownership currently exist. Any effort aimed at transitioning or redeveloping one or more different land uses as part of a rational land use strategy must be long-term on the magnitude of one or more decades. Other communities have created Community Improvement Corporations to facilitate land use change on an accelerated schedule.

D. CHALLENGES OF HISTORIC RESTORATION

The study area is “built out” and lacks substantial vacant property for future development. Future development within the study area will come as the result of reuse of existing historic structures and development of vacant or underutilized lots.

Historic structures represent opportunities as well as constraints for developers. While there is a unique opportunity to preserve and restore a piece of history and potentially gain certain tax advantages, in many cases the structures exhibit significant physical and functional obsolescence. While the physical obsolescence may be cured, the functional issues may remain. Segments of the market that may be attracted to historic building space may represent only a small subset of the overall market for space regardless of the specific use or uses under consideration.

Historic restorations typically involve multi-story buildings. Upper floors present a unique set of opportunities and challenges. It is more difficult to restore and re-tenant upper floors of a multi-story building if the first floor is vacant. In addition, ADA compliance, access to upper floors as well as availability and location of parking can introduce additional constraints to market acceptance of restored spaces.

Historic building revitalization for reuse may require an extensive and expensive stabilization process to repair years of neglect. Often the process is riddled with surprises and unexpected costs and delays.

E. KEY HISTORIC STRUCTURES FOR REUSE

Opportunities exist to preserve and reuse four architecturally and historically prominent older structures: the Saunders Seed building, S&G Painting, Dolly Toy Warehouse at Sixth and Plum Streets, and Dolly Toy (original structure) on Fourth Street. No matter how difficult or costly, these structures must be rehabilitated and/or preserved for a new generation of uses. Any new use or modification to these structures must be made in a manner that complements the existing character and integrity of the building. Loss of any one of these buildings would be a vital loss to the study area and the community as a whole. All four buildings are constructed of masonry materials and are multi-story.

F. NEW DEVELOPMENT OPPORTUNITIES.

New development opportunities of any magnitude are limited to one 1.5 acre vacant lot located on Fifth Street on the south side of Broadway. This vacant lot is part of a larger 4.6 acre lot under the same ownership at the northeast corner of German and South Fifth Streets.

Other immediate development opportunities are not apparent with the exception of the possible conversion of the Dolly Toy Warehouse to residential or office condominiums. The reuse opportunities of Section E above and new development opportunities listed in this section have the potential to permanently change the character of the study area for better or worse. Development or reuse proposals on these sites must be thoroughly reviewed to avoid unwanted impact on the district or surrounding area.

G. LAND USE SELECTION MATRIX

The land use selection matrix identifies land uses that should be considered for additional analysis as part of an overall land use strategy developed in Chapter 4. The land use selection matrix is a communication device to determine appropriate land uses, not a determinant factor in itself.

1. **Introduction.** Eight important land use considerations were evaluated for each land use listed in the left-most column of Table 6. An evaluation for each consideration for each potential land use is stated as positive (+), negative (-), or questionable/ undetermined (+/-).

A positive indicates that the land use consideration was favorable for the land use tested. A negative indicates that the consideration does not favor the land use tested. A questionable designation indicates that the tested land use is not notably favorable or unfavorable under that consideration. Each land use consideration is given an equal weight in Table 6. Positive and negative considerations cancel each other out for purposes of score tabulation. Criterion with an undetermined or (+/-) score carries no weight and is not counted.

Some considerations may be particularly critical if negative even if the aggregate score for that individual land use is positive. For example, if the current zoning is negative or impermissible for a particular land use (e.g. retail), then that use could not be developed without a change in zoning. Even though all other considerations point to such land use, it cannot be developed without a zoning amendment, which may or may not be granted.

On the other hand, a positive current zoning means the use is permitted, but this may not be important if most other considerations are viewed negatively.

Table 6
Land Use Selection Matrix

Use	Zoning	Adjacent Land Use	Comp Plan	Development Trends	Market Analysis	Traffic Impact	Fiscal Impact	Location Considerations	Score
Single Family	+	+/-	+	+	+	+	-	-	3
Condos/Lofts	-	+	+/-	+	+	+	-	-	2
Multi-Family	-	-	-	-	-	-	-	-	(8)
Retail Service	-	+	+/-	+	+	-	+	+/-	2
Neighborhood Retail	-	+/-	+/-	+	+	-	+	+/-	1
Restaurants	-	-	-	+	+	-	+	-	(2)
Regional Retail	-	-	-	-	-	-	+	-	(7)
Office, pro	-	+	+/-	+	+	-	+	+/-	2
Warehouse	+	-	+	-	-	-	+/-	+/-	(2)
Light Ind.	+	-	+	-	-	-	+	+	0
Heavy Ind.	-	-	-	-	-	-	+	-	(7)
Public/Inst.	-	+	+/-	+	+/-	+/-	-	+	1

+ Positive Consideration, - Negative Consideration, +/- Undetermined

2. Matrix Results.

Rejected Land Uses. Multi-family residential, restaurants, regional (big-box retail), warehousing, and heavy industrial appear to be poor uses for the subject areas given the criteria used in the selection matrix. These uses should not be considered as part of a long term development strategy. Supporting this position is the fact that most of these uses generate large traffic volumes and require large land areas.

Selected Land Uses. Single family residential, attached condos, retail services, neighborhood retail, professional office, light industrial and public uses which are properly sited appear to be the best uses for the study area. These uses should be considered as part of a long term reuse strategy within the study area.

3. Matrix Criteria. A description of how each consideration was analyzed is provided below.

Zoning received a positive score if the use is currently permitted in the Legacy District.

Adjacent Land Use received a positive score if the subject use is generally compatible with land uses located adjacent to the study area. In most cases, the adjacent land use is single family residential. However, a positive score in many cases was assigned to commercial uses. In this sense, the assignment of a positive score takes into account the existing context of the Legacy District's diverse environment.

Comprehensive Plan received a positive score if the subject use is compatible with land uses planned on Map 14, Proposed Land Development Plan of the 2003 City of Tipp City Comprehensive Plan. This criterion has the most undetermined (+/-) entries as a result of ambiguous policy statements in the Comprehensive Plan for areas planned as “Legacy Industrial.”

Development Trends received a positive score if the particular use is generally seen as an active or expanding sector of the local and regional economy.

Market Analysis received a positive score if anecdotal evidence suggests that the demand for a particular land use is high in Tipp City.

Traffic Impact received a positive score if the use in question generates acceptable amounts of new neighborhood traffic and generates very little truck traffic.

Fiscal Impact received a positive score if the use in question typically generates more in tax revenues than consumes in public services.

Location Considerations received a positive score if the use in question is well-suited to locate in the study area given current development opportunities and constraints and is compatible not only with the adjacent residential neighborhoods but also with historic downtown Tipp City and the CSX Railroad.

Map 5 Planning Issues

CHAPTER 4

LAND USE AND DEVELOPMENT PLAN

The Future Land Use Map provides a policy guide for the reuse of the Legacy District. Future land use categories are not zoning districts. Future land use categories are broader than zoning districts, and more than one zoning district may be suggested by a single future land use category.

Future changes to the zoning ordinance text and zoning map are expected over time as the economic, social, and physical conditions of the Legacy District continue to change. The future Land Use Map and Plan defined herein serves as a primary guide in evaluating a proposed zoning ordinance and/or zoning map amendment. The Reuse Plan may also be updated periodically to reflect changes in the study area.

A. FUTURE LAND USE AND DEVELOPMENT PLAN GOALS

The following goals were created to provide guidance regarding the overall intent of the Legacy District Reuse Plan. These goals should be reviewed each time a development proposal is submitted to the City.

1. New development shall pay homage to the Legacy District's small neighborhood scale and mixed-use environment.
2. Resolve land use conflicts by allowing compatible commercial uses to reuse or redevelop detached single family and industrial structures after the existing use voluntarily vacates.
3. Prevent large-scale suburban-style commercial use and development that is incompatible with the adjacent single-family neighborhood.
4. Protect and preserve adjacent, stable single-family residential districts to the east and west.
5. Encourage the retention and sympathetic reuse of existing historic structures uses that define the Legacy District including Saunders Seed, S&G Painting and Dolly Toy Warehouse and the original Dolly Toy factory building.
6. Permit and encourage mixed-use developments with retail/office on the ground floor and office/residential on upper floors, which shall provide adequate off-street parking.
7. Enhance the image of the Legacy District by extending streetscape improvements from the Downtown, including landscaping, lighting and low-profile signage.
8. Require new uses to provide ample off-street parking located at the side or rear of buildings screened from adjacent roadways.

B. FUTURE LAND USE STRATEGY

The study area originally developed as a mixed-use district, it remains a mixed-use district today, and it will likely remain a mixed-use district in the future. Efforts to remove land use incompatibilities through the application of single-use zoning districts have, to date, not worked. In fact, segregating land areas within the study area into single-use zoning districts may have hindered an otherwise dynamic market.

Acknowledgement of the study area's unique urban character is critical to the land use strategy conveyed in this chapter. This plan intends to bolster the study area's strength – to build upon its unique urban character that provides distinction and separates it from the rest of the Miami Valley.

To do this, this plan calls for the liberalization of land use controls to allow the appropriate mixing of land uses in a manner compatible with the existing framework and built environment of the study area. In exchange for greater land use flexibility, adherence to site development standards as defined in Chapter 5 is a requirement for new development and adaptive reuse of existing structures.

C. FUTURE LAND USE PLAN CATEGORIES

The Future Land Use Plan categories are described in this section. These categories, (1) Legacy Mixed Use, (2) Parking, (3) Downtown Center, and (4) Urban Medium Density Residential, are consistent with the real estate market observations and other defined Planning Issues listed in Chapter 3, the above Future Land Use Goals and Strategies, and stakeholder input (summarized in Appendix A and B). The Future Land Use Plan Map designates the categories by color. A narrative describing the land use categories follows and is shown on the Future Land Use Map (Map 6).

1. **Legacy Mixed Use.** The vast majority of the study area is planned as “Legacy Mixed Use.” This future land use designation is shown as purple on Map 6. The Legacy Mixed Use designation allows for greater flexibility (i.e. permits retail on the first floor and office and/or residential on the second and third floors). As such, the Legacy Mixed Use designation, calls for greater flexibility by moving away from prescriptive single-use districts but plans the eventual transition of single-family and industrial conflicts out of Legacy over time.

Detached single-family and industrial uses are not appropriate and should not be permitted as part of a long-term strategy. However, no attempt to accelerate industrial and residential use transitions will be instituted. Rather, a stepped approach is proposed. Under this strategy, residential and light industrial uses are permitted as currently zoned. Zoning of the study area will be amended to exclude single family residential and light industrial uses only after the market transitions such uses out of the study area.

Mixed uses can be arranged horizontally, where different uses are provided side-by-side, or vertically where different uses are located in the same structure but generally on different floors. Retail or office is preferred on the first and office and/or residential is preferred on upper stories in multi-story structures.

Small, very-light industrial facility uses that employ ten people or fewer and sell items directly to the public are generally appropriate. Small scale artisan shops that rely on creativity and manual production methods (as opposed to modern, high-output production methods) to create unique items are appropriate in the study area. Examples include stained glass, decorative metal works, basket-making, woodworking, etc.

Products created should be limited to handmade items and/or exhibit high-quality craftsmanship that requires skilled labor. However, support should not be given until after the potential environmental impacts of any such industrial use are fully understood. These types of uses are likely historically accurate and compatible within the existing neighborhood. Residential is not appropriate located above any industrial uses.

Art studios where pieces of art are created, distributed, and sold and small business incubator spaces would also be compatible uses that could create a unique and exciting environment. A recommended zoning strategy to implement the Legacy Mixed Use designation is proposed in Section F.1.

2. **Parking.** Parking is designated as gray on Map 6 and is recommended to two small parking lots planned on the large vacant lot south of Broadway adjacent to Fifth Street and at the Dolly Toy Warehouse. Any new off-street parking in the study area must be limited to no more than one acre in contiguous land area regardless of ownership, building size or land use. Anything larger would appear out of place and out of scale. Rather, smaller, well-screened parking lots interspersed throughout the study area would be less noticeable and more beneficial to existing and future business owners and residents. Parking lots should not be approved as a stand-alone use unless such lots are collective with rights of access given to all.
3. **Downtown Center.** Downtown Center is designated as red on Map 6. Though Downtown Center is the second largest Future Land Use category it is limited to properties located on the north and south sides of Main Street. This designation seeks to retain and protect the existing downtown area by making sure land uses are compatible with the historic downtown character, scale and form. The planned Downtown Center category is exactly the same as the planned Downtown Center category found in the 2003 City of Tipp City Comprehensive Plan.
4. **Urban Medium Density Residential.** Shown as yellow on Map 6, Urban Medium Density Residential is planned at two locations; one at the northern section of the study area and the second on the south side of Main Street. The Urban Medium Density Residential designation is designed to maintain higher-density single-family residential neighborhoods located in older sections of Tipp City. A density of five to six units per acre is planned in this land use category.

The Main Street location is consistent with the 2003 Comprehensive Plan recommendation whereas the residential planned at the north end of the study area is not. The 2003 Comprehensive Plan designated the residential area located at

Franklin and Fourth Streets as “Legacy Industrial.” Though a small pocket surrounded by industrial uses, existing residences at this location are relatively new and well maintained. In this regard, the existing residential structures will likely remain after the surrounding industries relocate.

D. UNDESIRABLE LAND USES

Residential uses are planned to move out of freestanding, detached single-family residential units over time. Residential structures can be reused for offices and retail uses. In such cases where ample square footage exists, residential structures may be used as “live-work” units where offices or retail floor area are located on first floors and living quarters are located on upper stories. Business and residential tenancy must be common and the minimum living area must meet the following floor area requirements: 550 square feet for a one-bedroom unit; 750 square feet for a two-bedroom unit; and 950 square feet for a three-bedroom unit.

Heavy industrial uses, due to the intensive nature of their operations, are not planned anywhere in the study area. Light industrial uses are also generally not appropriate given land area constraints and existing land use conflicts. New, larger industrial uses should be directed to one of the City’s larger, modern industrial parks.

Suburban-style development is not desired and includes big box retail uses, restaurants, carry-outs, and shopping centers. These uses are notorious traffic generators and are out of scale with the study area’s traditional neighborhood character.

Map 6 Future Land Use

E. SITE DEVELOPMENT PLANS

Conceptual Site Development Plans were created for two sites with immediate development potential. The intent of the conceptual site development plans is to illustrate how these two properties could develop consistent with the Future land Use Plan and Site Development Standards found in Chapter 5.

1. **Vacant Lot Development with Parking.** The vacant lot south of the intersection of East Broadway and Fifth presents a unique development opportunity. The goals of developing this site should be to build on and expand the energy of the Main Street business district and alleviate the parking problems in the area. The conceptual development plan on page 4-7 is a development concept that aims to accomplish these goals.

The plan includes a new multi-story, mixed-use building at the southwestern end of the site, with a mix of public and private parking to be provided to the side and rear of the new building. The public portion of the parking would be located to the side of the new building and directly behind the existing businesses on East Broadway.

The private portion of the parking lot, located behind the new building, will serve the businesses and/or residents in that building. The building, though substantial in size, will be designed to blend with and complement the surrounding older buildings. The building should be placed close to the sidewalk and its façade should be articulated so as to minimize the building's mass and maintain the small scale of buildings in the area. Appropriate uses may include office, retail, retail services and residential on the second floor.

2. **Dolly Toy Warehouse.** This property offers an excellent opportunity for adaptive re-use. Although it was once industrial, the structure is functionally obsolete by modern industrial standards. The structure would be an attractive candidate, however, for a new use such as loft apartments that would benefit from the architecture detailing, unique interior spaces and large window openings. The goals in re-using this site should be to find a use that can take advantage of the building's best attributes and support the revitalization of the Legacy District.

The plan includes residential re-use of the oldest portion of the structure and demolition of the modern addition on the north side of the building whose architecture is inconsistent with the remainder of the building's character. A private parking lot for residents would be created at the northwestern corner of the site, screened from adjacent streets by landscaping and/or a low brick wall. Two pedestrian plazas are proposed along the eastern end of the site, linked by a walkway and the surrounding public sidewalk system. These plazas would provide gathering spots for residents and add an attractive element to the surrounding community. A buffer of landscaping and street trees would screen the site from the railroad and nearby industrial uses.



Figure 1. Conceptual Site Development Plan 1



Figure 2. Conceptual Site Development Plan 2

F. IMPLEMENTATION STRATEGIES

1. **Legacy Overlay District.** As its name implies, an overlay district is a special district that lies on top of one or more conventional zoning districts. Overlay Districts augment base zoning regulations with additional regulations in recognition of a unique neighborhood, development or environmental feature. Floodplain overlay districts are perhaps best known.

An overlay district created for the study area would operate in a similar fashion. All areas currently zoned I-1D Light Industrial District would be regulated by the existing I-1D regulations and the new overlay district regulations. The same strategy would apply to areas currently zoned R-2. The overlay zone would allow land uses already permitted in the underlying zoning districts and the additional uses permitted in the overlay district.

An overlay district would implement the flexible “Legacy Mixed Use” future land use strategy envisioned in this plan without having to change the zoning of any property or properties. In this sense, the overlay district adds land use flexibility. In return for added use flexibility, the overlay district would require adherence to site development consistent with those found in Chapter 5 of this plan including off-street parking.

Site development standards only apply to new development or major building alterations. No legal uses currently permitted in any underlying zoning district would be made nonconforming. However, single family residential and light industrial uses are envisioned to be removed as permitted uses only after a majority of property owners voluntarily abandoned these same uses in the future.

The overlay district boundaries should be coterminous with Legacy Industrial District Reuse Plan study area boundaries with the exception of land currently zoned RA Restoration and Historic..

Adopting an overlay district would require drafting and adopting a zoning ordinance amendment. The attractiveness of this tool is directly linked to its ability to permit alternative uses without making existing uses nonconforming.

2. **Parking.** While not a primary focus of this study, the topic of off-street parking was raised on several occasions during stakeholder interviews as one of the key issues that must be addressed as part of a successful reuse plan. Off-street parking is important but parking lots should not define the study area’s character and landscape. Parking lots should be screened from adjacent properties and roadways to the extent possible. Landscaping and decorative screen walls and wrought iron fences should be used along the front property line if parking lots are permitted in side yards.

New development or new uses with a higher parking demand than the previous use should be required to provide off-street parking. As stated previously, no single contiguous parking area should be larger than one acre in size. Recommended parking strategies for the Legacy District follow:

To reduce the size of required parking lots, consideration should be given to automatically applying the 30% parking reduction option that is available at the discretion of the Planning Board and Board of Zoning Appeals per Section 154.078 (H). Many communities provide similar parking reductions in traditional areas in recognition of limited land area, small scale districts, and neighborhood character

Another recommended strategy is to reduce the off-street parking requirement further in return for an access easement, which allows parking to the general public on private property. An additional 20% parking reduction could be offered by the Planning Board in return for a public access easement. This strategy would serve the study area well for overflow parking on busy days and during events.

The combined effect of the automatic 30% reduction and the optional 20% reduction would reduce the overall parking requirement in half. This reduction is not outside of the realm of what is commonly practiced in other communities in similar neighborhoods. Some communities go further by exempting downtown areas from off-street parking requirements outright as an economic development incentive.

An off-street parking reduction may in some cases be difficult to comply with unless adjacent properties are acquired, cleared and turned into a parking lot. Some communities such as Mason, Ohio and Clarkston, Michigan offer fee-in-lieu of payments in an amount equal to plan and construct every required parking space that is not provided. This money is put into a special parking account which is then used for land acquisition and public parking lot construction and maintenance.

3. **Zoning Amendments.** The City could also amend the zoning map and/or text using conventional zoning techniques to implement the plan. A new zoning district will more than likely have to be created to accomplish this strategy as no zoning district currently found in the zoning code is suitable. It would be very difficult but not impossible to make a conventional district flexible enough to permit the uses envisioned in this plan and not make current undesirable uses nonconforming such as detached single-family and industrial.
4. **Building Soundproofing Requirements/Guidelines.** The City could explore the potential of adding soundproofing requirements to the building code for new construction and major rehabilitation projects along the railroad within the Legacy District. At the least, guidelines could be established that educate developers on effective measures to soundproof buildings. Such a measure would increase the feasibility of redevelopment of uses such as residential that are sensitive to noise.

5. **Railroad “Quiet Zones”.** An additional means by which to reduce railroad noise within the Legacy District would be to establish a railroad quiet zone. A quiet zone is a railroad grade crossing at which trains are prohibited from sounding their horns. The train horns can be silenced only when other safety measures compensate for the absence of the horns. To qualify, communities wishing to establish quiet zones must submit a plan to the Federal Railroad Administration for approval and equip proposed grade crossings with adequate safety measures to overcome the decrease in safety created by silencing the train horns. The additional safety measures must be constructed at the community’s own expense and must meet federal specifications.
6. **Streetscape Extension.** The streetscape elements of downtown should be extended into the Legacy District as a branding and marketing technique. Such improvements could include street trees, furniture such as benches, public art, and decorative lighting and signage. Streetscape improvements are often financed via tax increment financing, special assessment, or a special improvement district.
7. **Historic Tax Credits.** The National Park Service, in partnership with the Internal Revenue Service and State Historic Preservation Officers, administers a tax credit program to encourage the rehabilitation of historic structures. A tax credit is a direct reduction in the amount of income taxes owed (not to be confused with a tax deduction, which reduces the amount of income subject to taxation). The program offers a credit of 20% of the amount spent on rehabilitation of a certified historic structure, or 10% of the amount spent to rehabilitate a non-historic building built before 1936. In order to be eligible for either tax credit, the end use of a building after rehabilitation must be income-producing, i.e. rental housing, offices, retail, or industrial. The Historic Tax Credit is a powerful incentive that reduces the costs associated with properly restoring a historic structure.
8. **Environmental Concerns.** Many older structures have environmental concerns that may make reuse more difficult. Properties whose reuse may be complicated by the presence of hazardous materials are often called “brownfields.” Many older industrial buildings contain such materials as a result of past industrial processes or the construction of the building itself. The extent to which individual properties within the study area have environmental concerns are not known at this time. Reuse, rehabilitation or demolition of such buildings often require assessment to ascertain whether such materials exist, and ultimately cleanup if such materials do exist.

Assessment and cleanup can add substantial, often prohibitive cost to redevelopment projects. Fortunately, the USEPA and Ohio Department of Development administer several grants and revolving loan funds that can be used to bridge the financial gap on such projects. Examples of these incentive programs include:

- USEPA Brownfield Assessment Grant: \$200,000 to inventory, characterize, assess, and conduct planning and community involvement related to brownfield sites.

- USEPA Brownfields Cleanup Grants: up to \$200,000 for cleanup activities at a brownfield site.
- USEPA Brownfields Cleanup Revolving Loan Fund: up to \$1,000,000 to provide financial assistance for cleanup activities.
- Clean Ohio Assistance Fund Grants: Up to \$750,000 for brownfield cleanup activities, up to \$15,000 for Phase I assessments and up to \$300,000 for Phase II assessments.
- Clean Ohio Revitalization Fund Grants: Available for brownfield cleanup activities; past grants have been up to \$3,000,000.

Table 7: Legacy District Implementation Action Plan

Action	Responsible Parties	Partners	Priority	Timeframe	Comments
Develop and implement parking strategy for Legacy District and downtown area.	Community and Economic Development (Planning), Planning Board, City Council	Property owners, Planning Board	High	1 year	Consider reduction in or exemption from requirements, access easements, and fee-in-lieu arrangements. A Special Improvements District could be established to construct/maintain/manage public accessible parking lots.
Prepare “Legacy” Overlay District	Community and Economic Development (Planning), Planning Board, City Council	Property owners, stakeholders from Legacy planning process	High	6 months	Broaden range of permitted uses in exchange for adherence to site development standards. No nonconforming uses created.
Discuss Historic Designation with property owners	Community and Economic Development (Planning)	Property owners, Ohio Historic Preservation Office	High	9-12 months	Educate about process and benefits, obtain buy-in in concert with Tipp City CLG.
Pursue Historic Property designations for Saunders Seed, S&G, Dolly Toy Warehouse and original Dolly Toy building	Community and Economic Development (Planning)	Property owners, Ohio Historic Preservation Office	High	1 year	Will protect character of buildings and enable maximum utilization of Historic Tax Credits for rehabilitation.

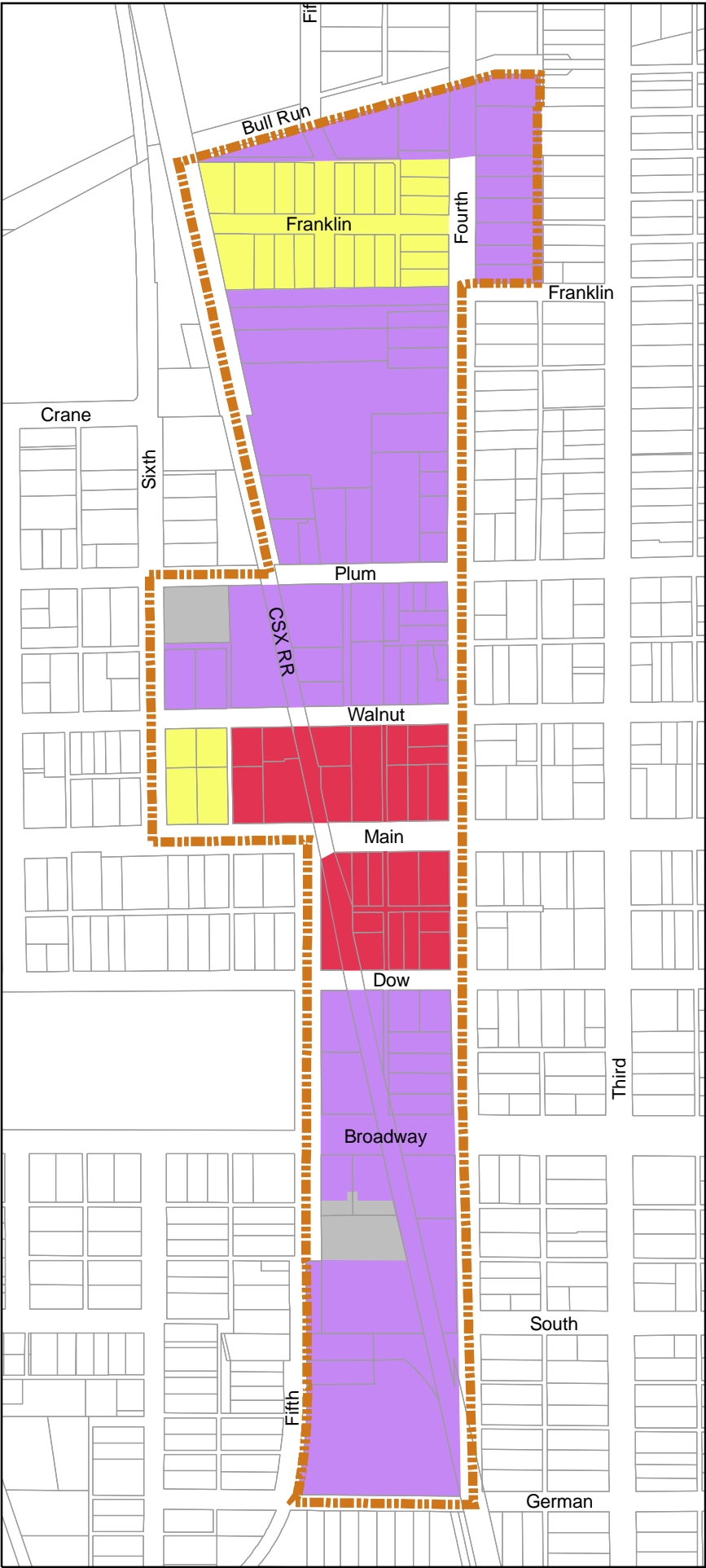
Table 7: Legacy District Implementation Action Plan, continued

Action	Responsible Parties	Partners	Priority	Timeframe	Comments
Extend streetscape from downtown throughout study area.	Service Department	Developers, property owner	Low	Funding Dependent	Prioritize connections with the redevelopment sites identified in this plan. Explore Tax Increment Financing (TIF), special assessments, and a special improvement district (SID) for funding.
Rezone R-2 to I-1D.	Community and Economic Development (Planning), Planning Board, City Council	Property owners	Low	Depends on pace of transition of uses	Implement after majority of residential uses transition out of study area
Explore building code soundproofing requirements or guidelines.	Building Department, City Council	Property owners, developers	Low	1 year	Will facilitate redevelopment and transition of uses away from industrial.
Establish Railroad Quiet Zone	Multi-departmental task force, including Community and Economic Development, Service Department and Public Safety	City Council, Federal Railroad Administration, Public Utilities Commission of Ohio	Low	Funding Dependent	Will involve City expense; work with FRA and PUCO to determine feasibility and cost. Will facilitate redevelopment and transition of uses away from industrial.
Amend Legacy Overlay District to limit single family & industrial operations, size and impact consistent with plan.	Community and Economic Development (Planning), Planning Board, City Council	Property owners	Low	Depends on pace of transition of uses	Implement after single family (detached) and industrial uses transition out of study area.

Map 6: Future Land Use
Legacy Industrial District
Tipp City, Ohio

DRAFT

May 2, 2006



Legend

- Study Area Boundary
- Downtown Center
- Legacy Mixed Use
- Parking
- Urban Medium Density Residential

0 237.5 475 Feet



CHAPTER 5

SITE DEVELOPMENT STANDARDS

Good urban design is paramount to the success of any mixed use district. Particular attention must be paid to the architecture, scale and placement of buildings in mixed use environments. Legacy Mixed Use developments must incorporate the reasonable site development standards articulated in this Chapter.

A. BUILDING PLACEMENT

New buildings shall have a zero setback or build to line. Relief may be granted in cases where adjoining properties have a front yard setback. In such cases the front yard setback shall not be greater than average of the adjacent front yard building setbacks.

B. MAXIMUM FIRST FLOOR AREA.

The gross floor area of any single structure or single business space shall not exceed 5,000 square feet on the first floor to keep the scale of new buildings and businesses to a compatible size with existing structures and businesses located in Legacy. Additional building square footage is permitted in multi-story structures.

C. BUILDING ARCHITECTURE.

1. **Franchise Architecture.** No building or addition constructed in Legacy shall be designed with or modeled after franchise- or formula-based architecture. All buildings must be an original design unique to Legacy.
2. **Building Materials.** Commercial, industrial, and mixed-use buildings located in Legacy were historically constructed out of masonry, particularly brick. As a way of unifying visual characteristics of the district, the design of newer buildings with dominant masonry materials will continue to build on this visual characteristic. Additions to existing structures shall match the building materials and colors of the existing structures to the extent possible. Masonry shall not be painted. Materials such as split, burnished, or smooth concrete masonry units, stucco, wood, or metal may be used only to accent the architectural character of the building.
3. **Fenestration.** All facades visible from the street must be glazed with transparent glass. The ground level shall be transparent with a minimum of 50% clear glass. Upper floors shall have a minimum of 25% and a maximum of 60% clear glass. Butt-joint glazing is prohibited.
4. **Roof Forms.** Mixed-use structures of two or more stories should be flat consistent with the roof form of existing historical multistory structures. New one-story structures should have a pitched roof to add height to the structures and fit in better with the neighborhood. Unusual roof forms such

as mansards that do not already exist should be avoided. Decorative parapets shall be incorporated on any façade facing a public street when a flat roof is utilized.

5. **Building Rhythm and Articulation.**

- a. Large buildings should be designed to reflect the characteristic rhythm of historic facades with repetitive use and positioning of building materials that provide discrete bay appearances. The façade can be treated with breaks, indentations, or façade recesses or protrusions that help to break up the mass of the building.
- b. Spacing of windows and doors, recesses and protrusions, columns and pilasters or other elements should be consistent with similar buildings in the immediate area.
- c. Building proportion is the relationship of width to height. The proportions of a new building should be respectful of the overall proportions in the immediate vicinity.
- d. The size and proportion of window and door openings should be consistent with traditional multi-story, mixed-use buildings similar to those on surrounding historic facades.
- e. The composition of the building's facade (that is, the organization of its parts) should be similar to those in the surrounding area and particularly of the identified historic structures. Facades should incorporate the traditional commercial building elements of storefront and upper façade.

D. SIDEWALKS

Each new building or a building that is rehabilitated shall have a five-foot sidewalk along all road frontages. A sidewalk shall be provided that connects the main building entrance to the City sidewalk system. Additionally, a sidewalk shall be provided that connects off-street parking to a building entrance.

E. PARKING

1. **Parking Required.** On-street parking facilities shall remain available on all streets. Compliance with Section 154.072 of the Zoning Code, Off-street Parking: General Requirements, is required for new development or new uses in existing structures when the new use has a higher parking requirement than the previous use.
2. **Parking Reduction.** The number of off-street parking spaces required in Section 154.072 should be reduced by 30% in the Legacy District. This reduction is offered in recognition of Legacy's traditional development pattern and lack of available land for parking.
3. **Location.** Off-street parking areas shall be located in side and rear yards only. Parking lots located in front yards are prohibited.

4. **Screening.** Parking lots located in any side or rear yard that are visible from adjacent road rights-of-way shall be screened by a 30-inch-high decorative masonry wall, dense evergreen landscaping or ornamental fence such as wrought iron.
5. **Size.** No off-street parking lot area shall exceed 1 acre in size.

F. EQUIPMENT PLACEMENT AND SCREENING.

Equipment that is needed to support common business operations may be integrated into the building design as long as such items can be screened from the public realm.

1. **Location.** Mechanical equipment such as transformers, compressors, HVAC systems, chillers and communications equipment shall be located on the top or rear of buildings and appropriately screened from pedestrians and adjacent property.
2. **Screening.** Ground- or wall-mounted equipment shall be screened with planting beds, evergreen plantings, low masonry walls, or any combination thereof. Roof-mounted equipment shall be screened from public view and from adjacent property. The screening treatment shall be integrated with the overall building design with the use of complementary materials, colors and architectural style.
3. Window air-conditioning units shall not be allowed on any building wall visible from a public street.
4. Pipes, conduit, and cables are limited to the back façade of buildings if conditions do not allow for them to be enclosed within the building itself. They shall be located as far away from public view as practical.
5. Trash receptacles shall be located in rear yards only and be completely screened with evergreen landscaping, an opaque fence, a masonry wall, or a combination thereof.



APPENDIX A

STAKEHOLDER INTERVIEW SUMMARY REPORT

LEGACY INDUSTRIAL DISTRICT REUSE PLAN

CITY OF TIPP CITY, OHIO

JANUARY 25, 2006



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INTRODUCTION

This report is intended to summarize the results of stakeholder interviews conducted in the first stages of the Legacy Industrial District Reuse Plan planning process. The results are a summary of the overall impressions gained from those interviews and do not reflect individual comments by individual interview subjects. The intent of the key interview process is to gain a tangible understanding of the state of the area defined as the Legacy Industrial District (Legacy) as perceived by key community leaders and members.

Nine interviews were conducted. Seven interviews were conducted in the basement meeting room of the Tipp City Public Library on January 12, 2006. Two telephone interviews were conducted on January 13, 2005. Interviewed stakeholders included property owners, business owners, realtors, elected officials, and residents. Stakeholders representing larger industrial interest were invited but did not participate. Stakeholders were selected by City staff.

A half hour was allotted for each interview. Each stakeholder was asked a series of questions concerning their desired land use, zoning, and vision for Legacy.

SUMMARY

In summary, the following interview information will most inform this planning process:

- Legacy is no longer viewed as an “Industrial District.” Industrially zoned property close to I-75 was thought to be more competitive than the building and land offerings in Legacy.
- Uses that are more harmonious with adjacent neighborhoods are desired in the future. This includes office, retail and service uses that generate less truck traffic. Residential uses on upper stories of multi-story buildings were supported by most stakeholders even though Legacy is not seen as a residential area. Support for standalone residential was nonexistent.
- Flexible zoning amendments permitting a less intense mix of retail/office service uses is needed to facilitate a reuse strategy. Business stakeholders supported zoning amendments on the condition that their business would not become nonconforming as a result. This view of protecting existing businesses from nonconforming status was shared by most stakeholders interviewed.
- The lack of parking was cited on many occasions as being a constraint to accommodate new uses. Any new uses permitted must be able to accommodate increased parking demand on off-street parking lots.

- There was a pervasive optimism among the interviewed stakeholders about the future of Legacy. Business and property owners want to maintain and improve their properties. Business stakeholders want to grow their operations at existing locations and eventually sell. Others believed Legacy could and should make the transition from an industrial district to a mixed use business district.
- Railroad activity and associated noise and vibration were considered the largest challenge that could thwart reuse plans. This constraint was not seen as insurmountable; some suggested establishing quiet zones through Legacy while others viewed the railroad as an essential part of Legacy's past and future heritage.

VIEW OF LEGACY AS AN INDUSTRIAL DISTRICT

One very clear impression was gained from the interviews – industrial uses, particularly larger manufacturing operations, are not seen as appropriate uses in Legacy. The reasons most often provided to support this position include:

- Industrial uses are not appropriate next to the City's historic downtown.
- Industrial uses are incompatible with surrounding residences.
- Industrial uses generate too much truck traffic in the downtown and adjacent neighborhoods.
- The rail road is no longer essential for most industrial users.
- Lots are too small and the buildings do not meet modern space needs.

No one supported pushing existing industrial businesses out to make way for the next generation of uses. Business owners felt strongly about staying in Legacy and eventually selling their business. Business owners did not support zoning amendments that would make their business nonconforming – an action viewed as potentially devaluing their property and business.

RECENT CHANGES IMPACTING LEGACY'S STATUS AS AN INDUSTRIAL DISTRICT

There was wide spread recognition that new industrially zoned greenfield sites located adjacent to I-75 places Legacy's older building and land inventory at a distinct competitive disadvantage. The trend toward off-shore manufacturing, an issue of national and global significance, was thought to have an impact locally on market demand for industrial sites. The general consensus is that Legacy is in a state of industrial devolution. It is only a matter of time before all signs of significant industrial use are gone.

The recent introduction of retail uses in Legacy was reported to place additional parking demands on limited on-street parking spaces traditionally used by heavy commercial and industrial uses. The Broadway Street reconfiguration increased the parking problem when perpendicular parking spaces were replaced by parallel parking spaces.

STAKEHOLDER LAND USE RECOMMENDATIONS

In recognition of changing times, the inclusion of retail and office service uses in Legacy was supported. Accountants, architects, insurance, legal, employment, medical and dental offices are examples of office service uses while banquet hall, beauty salon, barber, tailor, and pet grooming are examples of retail service uses. However, support for retail and service uses were often conditioned upon the provision of ample off-street parking. A few stakeholders mentioned the need to identify any potential negative impacts new retail and office uses might have on adjacent residences before any such new uses are permitted. Restaurants were cited as an example use that has the potential to significantly increase traffic and parking on residential streets. New civic uses were also supported.

Little to no support existed for new large-scale manufacturing even if such uses were considered “clean industry.” The scale of the manufacturing use is viewed as the important consideration. In this sense, support exists for smaller, boutique type industrial uses operated by sole proprietors and artisans. Examples might include decorative iron works, tin smiths, wood working, and stained glass. This type of manufacturing is thought to fit in with the overall context and scale of the downtown.

There was a considerable amount of support for residential on second and third stories with only one stakeholder completely opposed to the concept. Most business owners viewed residential on upper stories with little support or opposition. Their main concern was parking. Others (non-business owners) were very supportive and suggested residential was essential for the continued improvement of the downtown. Support for standalone residential uses was nonexistent.

STAKEHOLDER ZONING RECOMMENDATIONS

Two distinct stakeholder zoning recommendations were discerned. About half of those interviewed strongly support zoning amendments that allow retail and office uses and residential restricted to upper stories. Increasing the number of uses permitted in Legacy via a zoning amendment was seen as an essential strategy needed to broaden Legacy’s market appeal. Lack of demand for uses currently permitted in the I-1D District was cited as the reason zoning amendments are needed. This group also generally felt that the zoning should be amended to ensure new uses are compatible with the surrounding neighborhood.

Most business owners believed that the current I-1D District zoning is the appropriate zoning for Legacy, both now and in the future. Business owners holding this position did support flexible zoning amendments to allow retail and office uses in Legacy provided that their business use remained conforming and parking shortages did not result.

Commentary - It is difficult and most likely impossible to simultaneously protect existing industrial and heavy commercial uses from nonconforming status and ensure that all new uses are harmonious with the adjacent neighborhoods under Ohio zoning law. These goals are mutually exclusive.

DESIGN GUIDELINES

The use of design guidelines to guide new development in Legacy in a manner consistent with community expectations was generally supported. Support was limited to guidelines that are reasonable, fair, and flexible. Limited opposition to design guidelines cited government intrusion and decreased designer creativity as concerns.

VISION FOR LEGACY

Several different stakeholder responses were provided when they were asked to share their long-term vision for Legacy. A list of non-duplicative responses is provided:

- All property owners will take pride in their property. Buildings will be well maintained and the district as a whole looks nice.
- All industrial uses are gone and more intense commercial uses are screened from adjacent residents.
- Industrial uses stay as long as they want and uses harmonious with the neighborhood come in. Civic uses and higher density residential will come in.
- Legacy is the logical extension of the downtown. This extension should gravitate in areas closest to the downtown and then extend north and south on the Legacy District axis as market demand for downtown space increases. Legacy and the downtown would share the same street access, the same streetscape and lighting elements, and have a similar mixed use component.
- Legacy will become a redevelopment success with residential and commercial uses clustered together. People from other communities will travel to Legacy to see how redevelopment is correctly done – how residential, commercial and industrial works together – and how the community successfully markets itself.
- The railroad is relocated and the uses change from industrial to office/retail service and/or other uses that are not transportation intensive.
- Legacy will remain a business district because it is against the railroad tracks. It does not make sense to include residential uses close to the railroad.

STAKEHOLDER NOTED REUSE CONSTRAINTS

Railroad and associated train traffic noise was the development constraint mentioned most. However, many held the railroad in nostalgic esteem. The railroad, though seen as a significant challenge, is part of Tipp City's unique character and heritage. Most people suggested establishing a quiet zone through downtown. Other constraints frequently mentioned include:

- Parking is not adequate to support the next generation of uses.
- Legacy was platted before the advent of the motor vehicle. As a result, lots are too small to expand existing businesses or attract development given modern development space and parking standards.
- Inconsistent building maintenance from one property to the next was mentioned often. Dilapidated buildings and buildings with deferred maintenance were seen as a drain on investor enthusiasm for the area.
- Numerous land use incompatibilities between residential and commercial/industrial uses exist that preclude the well-being of any one use.
- City zoning and parking requirements are too restrictive to draw new investment.
- The general public resists change and fears increased traffic volumes and more on-street parking demand.
- The street system and water and sewer lines may be outdated in design and not in good enough condition to accommodate redevelopment.
- Legacy lacks a common vision for future action and improvement. People want to know what they are investing in before they actually invest.
- There is no night life downtown to attract loft residents.
- Placing more residential in Legacy would be a constraint. The existing residential in Legacy does not work well.

STAKEHOLDER NOTED REUSE OPPORTUNITIES

- Legacy District is improving; people are taking better care of their properties.
- The most recent zoning amendment to the I-1D District has provided additional options for property owners.
- Tipp City has a strong housing market and good public schools. People want to move to and live in Tipp City. Even houses next to the railroad tracks sell quickly.

- Tipp City has a low tax rate compared to most municipalities in the region.
- The Downtown is a regional draw and attraction. The community is committed to preservation and revitalization. Legacy should build on the Downtown's success.
- Legacy has great road access and rich heritage as a business district.
- Greenspaces/parks are located close to Legacy.

interviewsummary2.doc



APPENDIX B

CITY OF TIPP CITY LEGACY INDUSTRIAL DISTRICT REUSE PLAN

MARCH 2, 2006
TOWN HALL MEETING

*SUMMARY RESULTS
VISIONING EXERCISES*

MARCH 9, 2006

Prepared by:



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TOWN HALL MEETING

SUMMARY RESULTS

This report lists the responses recorded at the Town Hall meeting held on March 2, 2006 to receive public comments regarding the potential reuse of the Legacy Industrial District. Approximately fifty (50) participants were seated in three different groups. Each group was asked to identify their likes and dislikes about Legacy. The Likes and Dislikes exercise was designed to engage each participant as a warm-up exercise to the visioning exercise that followed. Brainstorming techniques were utilized to encourage a free-flow of ideas. A small-group facilitator was assigned to each group to record responses. The Likes, Dislikes and Visioning sessions lasted about five minutes each.

“LIKES” ABOUT LEGACY

Meeting participants gave the responses listed below when asked to identify the characteristics they liked best about Legacy Industrial District. The answers are provided in no particular order.

Group 1

- Legacy is something given; it is always the same
- Like Businesses and Residences/Mixed Use; we like it the way it is
- Neighbors watch out for each other
- Good neighborhood
- Culture
- Strong neighborhood character/ old is good, used to it
- Reasonably priced property
- Walkable – everything is close – sidewalks are everywhere

Group 2

- The neighborhood is old and mature, and feels like Small Town, USA
- The neighbors know each other
- There are a variety of different, convenient uses
- The district is conveniently located
- The district is generally quiet
- The neighborhood is safe

Group 3

- Good mix of industry and residential
- Small town charm
- Commercial
- Well-used – no vacancy
- Green space
- Easy to walk in
- Good location
- Recreation activities

- Quiet, safe and family-friendly
- Good traffic flow

DISLIKES ABOUT LEGACY

Meeting participants gave the responses listed below when asked to identify the characteristics they liked least about Legacy Industrial District. The answers are provided in no particular order.

Group 1

- I want to expand and continue business use – little land to do so
- Railroad traffic and noise
- Don't like people not following existing regulations
- Regulations are too tight
- Not enough parking
- New residential uses
- Businesses and residential together; mix of residence with industry does not work

Group 2

- Heavy trucks use the neighborhood as a shortcut
- The Railroad is noisy at all times of the day
- Zoning uses are too restrictive. Compliance with the regulations is difficult, and owners cannot change uses easily

Group 3

- Railroad noise
- Railroad creates long waiting times
- Sidewalks not maintained
- Railroad Safety
- No room to expand
- Lack of parking
- Lack of retail
- Alleys not maintained
- No north – south thru-way
- Truck traffic
- Boulevard not maintained
- Patchwork zoning
- Incompatibilities with residential and other uses

VISION

Meeting participants gave the following visions when asked to identify what Legacy would look like if their preferred vision of Legacy came true twenty years in the future. The responses are listed in no particular order.

Group 1

- No residential uses
- Factories will likely not locate in Legacy
- District is flexible that accommodates wide variety of uses that is compatible with neighborhood
- Require off-street parking for all new uses
- Need to permit residential when it makes sense – 2 separate districts based on current characteristics.
- Industrial jobs that pay a lot of taxes
- Stays the same – nothing changes

Group 2

- A mixed-use neighborhood with room for businesses of all sizes
- The uses permitted will be compatible with each other. Residential uses are compatible with commercial but not industrial uses
- The parking problems that exist will be resolved
- Relax zoning requirements but protect residential property values

Group 3

- Mixed-use commercial/residential
- Allow for expansion of industry (north only)
- Expansion of industry encouraged to relocate out of legacy
- Neighborhood-friendly zoning
- Encourage additional parking areas
- Increase private parking
- Abate parking requirements as an incentive for reuse
- Construct “streetscape” and expand to side streets
- City sub on sidewalk and curb repair



APPENDIX B - CONTINUED

CITY OF TIPP CITY LEGACY INDUSTRIAL DISTRICT REUSE PLAN

**MARCH 2, 2006
TOWN HALL MEETING**

SUMMARY RESULTS VISUAL PREFERENCE SURVEY

MARCH 9, 2006

Prepared by:



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INTRODUCTION

On March 2, 2006, elected and appointed officials, city staff, representatives of the neighborhood and business community, residents and community stakeholders participated in a “Town Hall Meeting” designed to determine land use and architectural design preferences as part of the Legacy Industrial District Reuse Plan planning process.

This workshop gave participants the opportunity to express their preferences through an interactive process which primarily involved the display of a series of images, and a chance to react, either positively or negatively, to those images.

The results of the Visual Preference Survey were then quantified and studied to reveal a base consensus regarding the types of land use and site and architectural design most and least preferred by the participants.

METHOD

Approximately fifty (50) individuals attended the Town Hall meeting and forty-one (41) individuals participated in the Visual Preference Survey. Following a brief introduction, twenty (20) slides of industrial, office and retail and mixed-use buildings with varying forms of scale, architectural character and design were shown. Slides of residential uses were not included in the survey. Residential was previously determined to be inappropriate in Legacy due to the active railroad line that traverses the study area and potential land use incompatibilities with existing industries.




Participants were given a few seconds to rate each of the slides on a scale of -5 to +5 (with 0 being neutral) depending upon how much each participant liked or disliked the image. The quick pace of the survey was designed to gauge the group’s initial, gut reaction to these images.

The scores for each slide were then tallied to determine the group’s average score - a quantified collective opinion - for each image. The images with the highest negative and highest positive averages indicate where there is the most consensus among the participants.

SUMMARY OF VISUAL PREFERENCE SURVEY

The following pages include the most preferred and least preferred images based as the average score for each slide. Included with each image is a summary description of each image.

MOST PREFERRED IMAGES

20		<p>House Converted to Business - This picture was presented last and received the highest score at 1.3. The building in the picture was constructed as a single family house and later converted to a business. The conversion was likely made to take advantage of re-emerging small-town business markets and in recognition of residential-commercial land use incompatibilities found in many older town centers. In this sense, the building was permitted to evolve over time and with changing markets. Except for obvious business advertising, no other physical changes were made to the structure.</p>
		<p>Professional Office Building - In this example, the free standing professional office building was designed to blend in with adjacent residential dwelling units. Residential details incorporated into the building include a pitched roof with asphalt shingles, dormers and evenly spaced windows on the front building elevation. Parking is located to the side or rear of the building to maintain a residential streetscape.</p>
		<p>Mixed Use Buildings - Buildings in this picture recreate a “Main Street” environment and allow the clustering of retail, office and residential uses in one compact urban form. Individual storefronts and doorways open to a public sidewalk. Ground floor window displays and protective awnings provide interest and variety in a friendly pedestrian environment.</p>



Flexible-Space, High Bay Commercial Building

Flexible-space buildings are gaining popularity in the market place to accommodate the space needs of a wide variety of commercial applications. Units are easily demised or partitioned into individual bays of varying size. Flexible bay buildings can be used as office, light manufacturing and warehousing. This type of building and associated uses probably gained a large degree of acceptance from the business community and perhaps even the residents present due to the use of high quality building materials and attractive building design.

Average Score: 0.3



Mixed Use - This rendering was produced by CDS, Inc., as part of project for downtown Mason, Ohio. The intent of the picture is to illustrate how a new mixed use commercial building could be designed to fit in with adjacent single family residences. The proposed building design pays homage to the character and scale of the adjacent residences even though the intended use is for retail or professional office on the first floor and office or residential on the second story.

Average Score: 0.3

LEAST PREFERRED IMAGES



Restaurant - Though this building incorporates tasteful architecture and high quality building materials it received the lowest average score in the survey. Restaurants and particularly franchise restaurants of any kind are not desired in Legacy. Restaurants typically have evening and night hours of operation that conflict with adjacent residences and neighborhoods. Also a concern is a probable increase in neighborhood traffic generated as a result of a restaurant being located in Legacy.

Average Score: -2.4



Shopping Center – Survey participants voted loudly against suburban style retail as the Boston Market restaurant example and this neighborhood scale shopping center received the lowest average survey scores. The smallest of shopping centers need about five acres of land with ample depth to accommodate off-street parking lots in the front of the building and service and delivery areas in the rear. In addition to not being very practical in Legacy due to land area constraints, the suburban development model is out of character and scale with Legacy’s pedestrian scale development pattern.

Average Score -2.4




Office Building – This office building is designed to fit on large lots in suburban office locations. Architecture in this case is modern with the goal of obtaining the attention of motorists that travel by the building at higher speeds than permitted in Legacy. Increased building bulk and mass are used in place of higher quality building materials and traditional building design. Survey participant’s low average score for this example is in direct correlation with the fact that this building would be out of scale and character with Legacy neighborhoods.

Average Score: -2.3



Heavy Industrial/Distribution - Heavy industry and distribution with associated heavy truck traffic is not desired in Legacy. This statement in no way should be construed as a vote against existing industries located in Legacy. Rather, survey participants would prefer that no new heavy, large-scale industrial operations be permitted in the future. Two pictures of heavy industry were included in the survey. This picture received the lowest average score among the two. Semi-trucks were not seen in the other image.

Average Score: -2.3

	<p>Standalone Retail - The scale and unimaginative box configuration of this retail building are not compatible with Legacy neighborhoods. Three out of the top five least preferred slides were of suburban style retail developments.</p> <p>Average Score: -2.1</p>
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SUMMARY

The image-specific responses in the previous sections begin to identify trends in responses from participants. Viewing the results of the Visual Preference Survey image by image is the most direct way to derive meaning and formulate actions from the process. The results of the survey can be summarized as follows:

LAND USE

A comparison between the images that scored the highest and lowest in the survey indicates that building scale and character may be more important than land use. Images showing retail, office, and industrial buildings built at a smaller (neighborhood) scale were viewed more favorably than images of the same uses built at a larger (suburban) scale. For example, the image of a retail use located in a converted single family residence received the highest average survey score while three out of the top five least preferred images were of retail buildings built to suburban standards. The lack of support for suburban retail indicates that automobile oriented uses, or uses that generate a large amount of automobile traffic, are not desired anywhere in Legacy. Likewise, no new heavy industry or any use that requires heavy truck traffic as part of its operations was supported.

ARCHITECTURE AND SITE DESIGN

The elements that received the positive responses included the use of brick material, pitched roof lines, the use of gables to break up facades, and use of facade improvements to break up walls of buildings. In this sense, smaller-scale buildings that were designed to blend in with surrounding residential uses generally scored the highest. Buildings that fronted on sidewalks instead of parking lots also received favorable average scores.

Unappealing features included views of asphalt parking lots, modern (unadorned) building facades and suburban scale developments. Least preferred items included tall plain buildings, box configurations, and parking in the front of the buildings.

APPENDIX C									
TIPP CITY DEMOGRAPHIC TRENDS OVERVIEW									
	1990		2000		2005		2010		
Summary Demographics									
Total Population - Statistical Estimate	7,218		9,221		9,396		9,557		
Total Households - Statistical Estimate	2,855		3,632		3,711		3,793		
Female Population - Statistical Estimate	3,782		4,747		4,822		4,888		
% Female	52.40%	3,782	51.50%	4,749	51.30%	4,820	51.10%	4,884	
Male Population - Statistical Estimate	3,436		4,474		4,574		4,669		
% Male	47.60%	3,436	48.50%	4,472	48.70%	4,576	48.90%	4,673	
Average Persons per Household	2.5282		2.5388		2.5319		2.5196		
Total Population - Field Estimate	6,638		9,262		9,751		10,374		
Total Households - Field Estimate	2,625		3,648		3,851		4,117		
Age									
Age 0 - 4	6.60%	476	7.40%	682	7.10%	667	6.70%	640	
Age 5 - 14	14.10%	1,018	14.90%	1,374	13.50%	1,268	12.40%	1,185	
Age 15 - 19	7.20%	520	6.80%	627	6.60%	620	6.50%	621	
Age 20 - 24	6.50%	469	5.70%	526	7.60%	714	8.10%	774	
Age 25 - 34	17.80%	1,285	13.00%	1,199	12.20%	1,146	12.90%	1,233	
Age 35 - 44	15.70%	1,133	16.60%	1,531	14.60%	1,372	12.70%	1,214	
Age 45 - 54	11.20%	808	13.60%	1,254	14.20%	1,334	13.80%	1,319	
Age 55 - 64	8.80%	635	8.70%	802	10.20%	958	11.50%	1,099	
Age 65 - 74	7.40%	534	6.50%	599	6.90%	648	8.10%	774	
Age 75 - 84	3.70%	267	5.20%	479	5.30%	498	5.30%	507	
Age 85 +	1.00%	72	1.60%	148	1.90%	179	2.00%	191	
Median Age	33.7		36.3		37.2		37.7		
Race and Ethnicity									
Population	0.20%	14	0.20%	18	0.20%	19	0.10%	10	
Asian	0.60%	43	0.80%	74	0.80%	75	0.80%	76	
Black Population	0.10%	7	0.20%	18	0.20%	19	0.30%	29	
Hawaiian or Pacific Islander Population	99.10%	7,153	97.60%	9,000	0.00%	0	0.00%	0	
Multi-Race Population	0.10%	7	0.40%	37	0.80%	75	1.20%	115	
Other Population	0.40%	29	1.30%	120	0.50%	47	0.90%	86	
White Population	99.60%	7,189	98.70%	9,101	97.50%	9,161	96.70%	9,242	
Hispanic Ethnicity					1.50%	141	1.50%	143	
Not of Hispanic Ethnicity					98.50%	9,255	98.50%	9,414	

APPENDIX C									
TIPP CITY DEMOGRAPHIC TRENDS OVERVIEW									
	1990		2000		2005		2010		
Housing Units									
Total Housing Units - Statistical Estimate	3,041		3,804		3,897		3,985		
Owner Occupied Housing Units	60.10%	1,828	62.10%	2,362	62.50%	2,436	63.00%	2,511	
Renter Occupied Housing Units	33.80%	1,028	33.40%	1,271	32.80%	1,278	32.20%	1,283	
Vacant Housing Units	6.10%	186	4.50%	171	4.80%	187	4.80%	191	
Total Housing Units - Field Estimate	2,796		3,820		4,041		4,325		
Owner Occupied Housing Units	60.10%	1,680	62.10%	2,372	62.50%	2,526	63.00%	2,725	
Renter Occupied Housing Units	33.80%	945	33.40%	1,276	32.80%	1,325	32.20%	1,393	
Vacant Housing Units	6.10%	171	4.50%	172	4.80%	194	4.80%	208	
Household Income									
Less than \$5,000	3.03%	87							
\$5,000 to \$9,999	9.39%	268							
\$10,000 to \$14,999	5.09%	145							
\$ 0 - \$ 14,999			4.80%	174	10.60%	385	9.51%	345	
\$ 15,000 - \$24,999	19.74%	564	6.70%	243	9.69%	352	8.76%	318	
\$ 25,000 - \$34,999	18.86%	538	10.30%	374	9.61%	349	8.97%	326	
\$ 35,000 - \$49,999	23.48%	670	11.50%	418	18.73%	680	15.76%	572	
\$ 50,000 - \$74,999	14.92%	426	18.90%	686	19.78%	718	18.46%	670	
\$ 75,000 - \$99,999	3.68%	105	21.30%	774	14.62%	531	14.90%	541	
\$100,000 - \$124,999			13.00%	472	7.41%	269	9.95%	361	
\$125,000 - \$149,999			6.00%	218	3.64%	132	5.37%	195	
\$100,000 to \$149,999	1.21%	35							
\$150,000 or More	0.81%	23							
\$150,000 - \$199,999			2.70%	98	2.77%	101	4.26%	155	
\$200,000 to \$249,999			2.50%	91	0.98%	36	1.43%	52	
\$250,000 +			2.20%	80	2.17%	79	2.61%	95	
Average Household Income	\$36,005		\$60,159		\$69,415		\$76,688		
Income Change Index			1.67		1.15		1.10		
Median Household Income	\$31,924		\$47,591		\$51,366		\$56,694		
Income Change Index			1.49		1.08		1.10		
Per Capita Income	\$14,532		\$23,696		\$28,175		\$31,260		
Income Change Index			1.63		1.19		1.11		
New Households									
Owner Households - Statistical Estimate			535		73		75		
Renter Households - Statistical Estimate			243		8		5		
Owner Households - Field Estimate			692		153		199		
Renter Households - Field Estimate			331		50		67		
Aggregate Household Income									
Households - Statistical Estimate	\$102,812,241		\$218,546,818		\$257,796,273		\$290,932,799		
Households - Field Estimate	\$94,529,111		\$219,466,048		\$267,322,232		\$315,755,171		
New Household Income									
Households - Statistical Estimate			\$46,743,543		\$5,483,785		\$6,288,416		
Households - Field Estimate			\$61,521,962		\$14,089,371		\$20,424,085		